



The Long Island FISHERMAN

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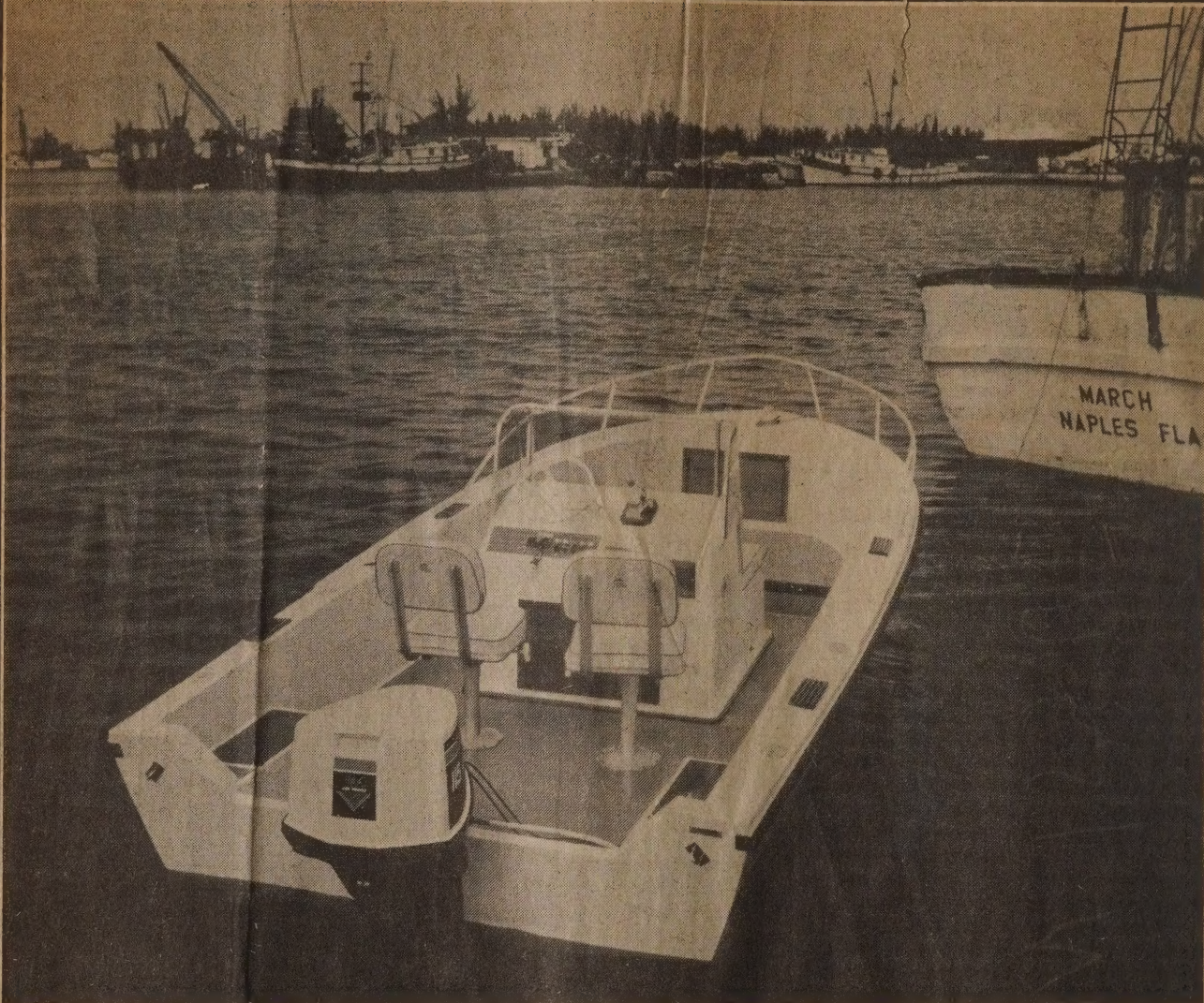
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The Long Island FISHERMAN

THE ONLY WEEKLY GUIDE FOR FISHERMEN IN THE N.Y. AREA



Volume 10, Number 5

February 13th, 1975

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ABOUT THE COVER: A gloved angler unhooks a small codfish. Cod fishing remains good out of all ports, and it won't be long before reports of the first flounder come in.

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1974 WAS A BAD YEAR

As an avid fisherman who prowls the North Shore area from Smithtown Bay to Rocky Point, and as a dedicated subscriber, I would like to comment on the 1974 fishing season. In my opinion it was a near disaster and is indicative of a steadily declining situation in Long Island Sound.

I trolled on the average of two days a week through the entire bluefish season. A catch of four fish over a five-hour period was "good". I don't think I ever caught more than six on any one trip. True, the blues were larger then in previous years, but very few were there. It was a sad comparison to past seasons.

Past seasons at the mid-Sound lighthouse had school after school pass during the fall. This year I did not catch one single fish there. In addition, after Labor Day I did not catch one single blue while trolling anywhere in my area. Deep water off Crane's Neck is my favorite spot, but it was a very dull season.

The oil spill at Cedar Beach really killed off the bait fish. In years past the outgoing tide would take the small

killies in a northeast direction in a solid stream at least five miles long. I didn't see any this year nor did I find evidence of any in any blue. This also meant that I did not see any flocks of howling, screeching gulls diving over a school of feeding fish. This in turn means that I did not get to troll through the school of blues and experience the whine of both poles with a double hit. My God my son may never experience this thrill!

Early in the season I put away four dozen mackerel in my freezer and each weekend I managed to fish at least one night tide. The greatest thrill to me is to contact an eight-, ten- or twelve- pound blue somewhere in the darkness off the shore. This year was ridiculous in that I landed only one ten-pound blue off Sound Beach late in October. Now, I may not be the greatest surfman, but one blue for forty eight mackerel must make me some kind of nut for punishment.

The saddest sight of the season was watching the three commercial boats netting everything in sight off Rocky Point just as the summer season was starting to produce a little action after a very slow start. The action immediately slowed again. When it started to improve a few weeks later, the boats returned.

Incidentally, I didn't see any menhaden in the Sound itself this

year, and no schools of frantic surface blues in the fall.

I don't know what the answer is. There will be more oil spills with the resultant claim that "very little damage was done". There will also be more commercial fishing as our legislators sell us out.

I do know that hardly a day goes by that I don't remember how it was. **Allan W. Greeley, Emerson, N.J.**

200 MILE LIMIT BUMPER STICKERS

For all the pressures being exerted by all, to make the 200 mile fishing limit law, why is it that no bumper stickers are in evidence supporting this action, as in other like crusades, of the past.

If any are available, please notify me so I can inform hundreds of other fisherman who have asked. **John Spiridor, Maplewood, N.J.**

Bumper stickers are available from Al Ristori, The Emergency Committee to Save America's Marine Resources, 110 Charlotte Place, Englewood Cliffs, New Jersey 07632. G.V.

ORGANIZING FISHING CLUBS IN SCHOOLS

While this letter is in specific response to Peter Cilento of Ocean-side High School, it is also an open letter to all would-be anglers who are interested in organizing fishing clubs in their schools. Starting any school-based activity requires strong support by the administration (usually financial), the faculty (usually experimental and active), the students and, more often than not, their parents.

Like any organization, the proposed club should have a charter or some functional guidelines to help the members hold regular meetings, conduct actual fishing trips, select faculty and student representatives who will assume the responsibility of planning the meetings and trips who will work within the school's administrative channels to secure some subsidization for club activities, arrange for guest speakers, etc.

At Edison, we have found that many of the students are avid fishermen and are willing to fish in almost any weather; we have also been blessed with very active supportive participation by the faculty, and administration (Dr. Carlin, Principal Thomas Edison High School, and Angelo DeMeo, Assistant Principal, Health Education Department). The club meets several times each term to discuss upcoming trips in terms of the ecology of the fishing grounds, safety on the water, proper equipment and attire, and assorted fish stories.

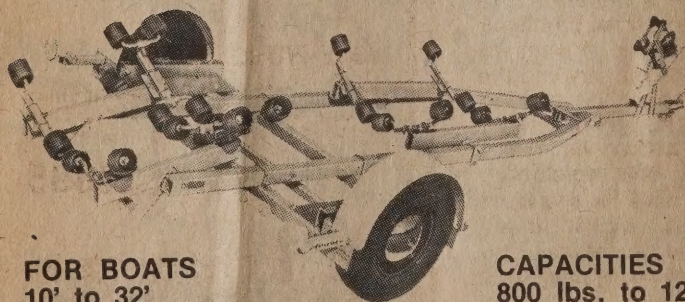
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EDITORIAL

An interesting situation sits right in front of us. Two weeks ago an Italian fishing trawler, the *Tontini Pesca Quarto*, was seized by the Coast Guard, and its skipper arrested, for violating a federal fishing law dating from January, 1974, but apparently not enforced until just recently. We could wonder why this law was in the past ignored by the Coast Guard, but that is not the point now.

The law protects certain species, including lobsters and crabs, from being taken by foreign fishermen on the continental shelf of the United States, and stipulates maximum punishment of a year in prison for the captain of the vessel, \$100,000 in fines, and confiscation of the ship and its cargo.

Last week the captain was placed on one year's probation, released and returned to his trawler, and the ship and crew were given clearance to leave the berth at the Coast Guard station on Governor's Island, where they had been detained: the ship's owners had made arrangements to pay the \$25,000 fine.

What is interesting is that this law was passed, without the approval of other nations, by Congress in order to protect certain fisheries resources beyond our present 12-mile United States territorial limit. "...without the approval of other nations..." Interesting? Peculiarly so!

Why, then, the tremendous hassle over the desirable 200-mile fisheries limit that so many of us feel is necessary to protect what remains of our coastal (continental) fisheries?

Sure, we understand the position of our west coast tuna fishermen (who, at present, are having their fines paid by the federal government with our tax money when they are seized by other nations whose 200-mile territorial limits, which we choose not to recognize for obvious reasons, are violated) in their fear that if the U.S. enacted this extended fisheries limit, other nations would quickly follow suit and severely restrict U.S. commercial tuna fishing. But our answer to that is, why must our entire national resource be destroyed for the sake of a few commercial interests? Those foreign super-fleets have already depleted whatever fisheries were available to them in their own continental waters; can we expect they will accomplish any less in ours?

We also allow that our military interests are concerned about other countries enlarging their own territorial domains and placing the free passage of our warships in jeopardy. However, we are talking about a fisheries limit, not a territorial limit, and can see no valid reason for confusing the two—unless the United States Navy rigs its ships to fish commercially.

Admittedly, the public—and that certainly includes *The Fisherman*—most assuredly does not have access to all the available facts about the problems of a 200-mile fisheries limit; but we must make judgements upon what we are allowed to know. We do know that the tuna interests, the military and the State Department have vigorous opposing voices that are heard. We are also aware of Congress passing this bill, and of the problems the Senate version will encounter, and we are cognizant of the form letters of acknowledgement that are received by individuals expressing an interest in this legislation.

Unfortunately, none of the rationale and placebos we have been offered has anything to do with resolving the problem: will we, as a nation, or will we not, allow the destruction of the marine fisheries resources adjacent to, and a part of, our continent? The solution exists. What are you going to do about it? G.V.

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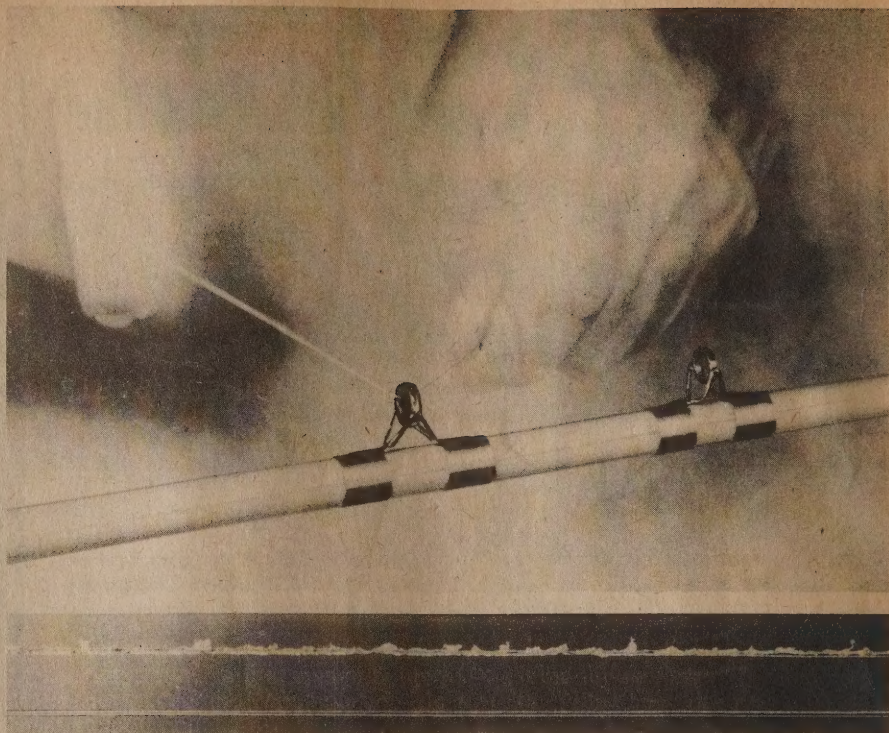
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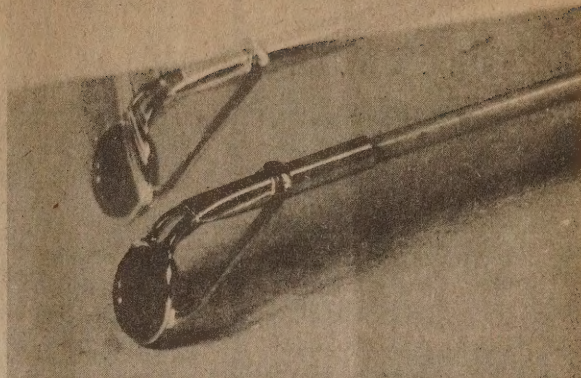
Take your old carbide guide rod along with a ten foot piece of 6 to 10 lb. test monofilament and go out looking for one of the many new rods on the market that feature Fuji Hard Speed® Guides. See-saw a section of mono real fast thru the carbide guide as we've shown above. *Now*, run another section of the mono thru the Fuji guide for the same amount of time. Take care not to have the angle so great as to scrape the line on the edge of the Fuji shock ring and do not bear down too hard. The result will be a quickly frayed or broken line from carbide, whereas the line run thru the Fuji guide will remain virtually undamaged. It's actually the heat from friction that frays the line and a



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Al Rheinfelder Memorial Meet among N.Y.C. schools, the Edison anglers was founded primarily to provide alternatives to those students who were not interested in competitive sports and to those who were exploring lifetime sport as recreational activities. Aside from this annual competition, the anglers sponsor several trips each year, both during school time and on holidays. The Anglers are based in the Health & Physical Education Department simply because I assumed responsibility for them at the outset and continue to act as their faculty advisor.

We have found no generation gap or sexist bias on the open waters and like the warm feeling that is so easily shared by all who attend our outings. We welcome the addition of new clubs in the NYC area.

I hope that this letter has given Peter and interested others some answers and ideas. The club should be what it's members want it to be within the limits set by their own time, resources, support and imagination. In addition to all male Edison Anglers, the following schools have co-ed clubs: Bryant H.S.—Ed Berg, Advisor; Sheepshead Bay H.S.—Bill Daskal, Advisor.

If I've left some question unanswered, have your advisor contact me at Thomas Edison H.S., Jamaica. It's easier to tailor a program when you know a little more about the students and faculty involved.

Thank you, Peter, for your interest, and best of luck to you. (Thank you too, Glenn, for your publicity and support.) **Robert Stekel, Faculty Advisor, Edison Anglers.**

And thank you, Bob Stekel, Will Daskal, and Ed Berg for your interest and—especially—your dedication. G.V.

WE GOOFED

I have been reading your magazine since you started and I have enjoyed it very much. I have met some of your writers and must say they really try to help a person enjoy the waters.

Could you please tell me why you publish the Moon phases when they are more than a month past? In your Jan. 5, 1975 Issue 1 your New Moon 12/3 it should be 1/12; 1st Qtr. 12/21 it should be 1/20; Full Moon 11/29 it should be 1/27; Last Qtr. 12/6 it should be 1/4.

Even since I was a boy and lived down on the bay mainly old Bay Park and Woodmere we used the moon's phases for the tides and 54 yrs. later it still is the same. At that location 1st and last qtr, low water 0800; 0830. Full and New Moon high water 0800-0830. I have a chart that I use for Moriches - Promised Land - Montauk

and even when we go to Quincy, Mass. on our flounder and cod trips in the Spring.

Wishing you a very Healthy and Happy New Year. **Frank Karg, Lynbrook.**

You're right, we're wrong. These things sometimes happen, but in order to prevent a recurrence in the too near future, we've taken the lollipop away from Production Manager. G.V.

STARTING A FISHING CLUB

Would you have any information available that would help us form a fishing club? I have a group of approximately fifteen people that would like to form a club before the new season arrives.

As of yet, we have been unable to locate any local, state, or national association or organization that could supply a charter, membership or affiliation agreement on a group basis. Any information we have obtained so far, stresses single memberships in other local clubs, and this does suit the needs of our group. During the coming year, if possible, we would like to enter a number of fishing tournaments under our own name and colors.

Any information you could possibly supply would be greatly appreciated. Enclosed is a self-addressed envelope for any information available. Thank you for your time and consideration regarding this request. **Ray Bromley, Long Island City.**

I don't know of any publications dealing with this topic; perhaps you could find source material in your local library—a good place to do business with in any event. Perhaps the readers could help? As a step somewhere along the line, you will want to contact an attorney in order to file the necessary papers for incorporation. If you have one as a friend, talk to him about it; the process of forming a club can become quite involved. G.V.

**BOATING COURSE**

The United States Coast Guard Auxiliary Flotilla 16, Amityville, N.Y. is offering a 6-lesson "Safe Boating and Seamanship" course. Anyone may take advantage of this free course by registering up to and including Feb. 16, 1975 at 7 PM at Copaugue High School (Room 100). Address 1100 Dixon Ave. Copaugue, N.Y. For more information call 888-5684 or 669-7348.

News Releases

ENVIRONMENTAL INFORMATION SERVICE RE-INSTITUTED AT AMERICAN MUSEUM OF NATURAL HISTORY

A specially-designed facility, the Environmental Center, has been installed at The American Museum of Natural History and the resumes its educational mission after more than a year of inactivity caused by lack of funds for staffing.

Design and construction of the new Center, which is an activity of the Museum's Department of Education, were made possible by a grant of \$39,000 from the International Paper Company Foundation. The amount includes the cost of staffing for the first year of operation.

Talbert B. Sperce, coordinator of the Center, has inaugurated a number of educational outreach programs for the general public. Mr. Spence, has planned a series of special in-service training workshops designed to enhance teacher's knowledge and understanding of the Museum's ecology-related exhibits and to assist them in developing ways of using this knowledge in the classroom.

Also included are plans for weekday

and weekend courses and forums to heighten environmental awareness. Groups and individuals participating in the forums will be encouraged to present factual information regarding environmental problems and issues.

Other program services introduced by Mr. Spence include annotated listings of children's and adult book titles on environmental subjects. The bibliography will be made available to teachers who request it.

Literature published by a broad range of environmental groups, as well as loan exhibits and materials drawn from the Museum's own collections, are given effective exposure by the new Center, which is located in the Hall of Birds of the World on the second floor of the Museum. Illuminated display cases, posters and other graphics, a system for rear-projection of slide films and movies and other design features emphasize the topical material being displayed. Each month, the Center will feature a display with a specific environmental issue.

The Environmental Information Center is open to the public from 10:30 a.m. to 2:30 p.m., Tuesdays through Fridays; 10:30 a.m. to 4:30 p.m. on Saturdays and 11:00 a.m. to 4:30 p.m. on Sundays.

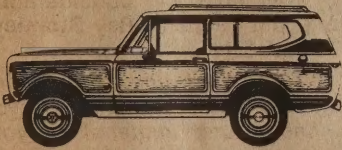
Admission to the Museum is by contribution. The amount is discre-

tionary.

SIMAS KUDIRKA CALLS FOR 200 MILE FISHERIES LIMIT

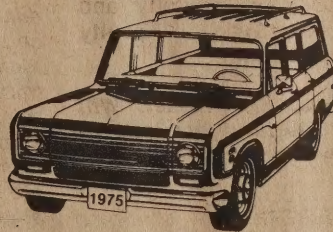
A veteran of 20 years aboard Soviet fishing fleets, Simas Kudirka has joined the outcry of support for a 200 mile fisheries jurisdiction by American citizens. Kudirka is the radioman who escaped from the Soviet factory ship *Sovietskaja Litwa* to the Coast Guard cutter *Vigilant* in 1970, only to be turned back to Soviet authorities. Only through a set of incredible circumstances and the hard work of people such as Dr. Roland Paegle, of the Seaman's Education Fund, was that day of shame for America partially righted.

Kudirka, now living in New Jersey, forecasts the destruction of America's fisheries by foreign fleets unless the U.S. extends its fisheries jurisdiction to 200 miles. In an interview with ECSAMR chairman, Allan J. Ristori, Kudirka told of the decline of fisheries in his home waters which led to the Soviet invasion of U.S. coasts. He also described the waste of fish and the illegal use of small mesh nets involved in the Soviet ships' desperate attempts to meet quotas. Summing up, Kudirka commented "If the Americans just continue to drink champagne with Brezhnev, there won't be any fish here either!"



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24,000	294.00	357.00
25,000	305.00	370.00
26,000	314.00	382.00
27,000	324.00	393.00
28,000	334.00	405.00
29,000	344.00	418.00
30,000	355.00	431.00
32,000	364.00	441.00
34,000	373.00	453.00
36,000	383.00	465.00
38,000	393.00	477.00
40,000	403.00	489.00
42,000	421.00	511.00
44,000	437.00	530.00
46,000	455.00	552.00
48,000	471.00	571.00
50,000	486.00	591.00

\$1000 DEDUCTIBLE

\$1000 DEDUCTIBLE

55,000	517.00	628.00
60,000	548.00	666.00
65,000	581.00	706.00
70,000	614.00	745.00
75,000	648.00	786.00

HIGHER VALUES COMPETITIVELY QUOTED
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ADDITIONAL DEDUCTIONS:

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3. 5% credit for navigation certificate, Power Squadron or Coast Guard Auxiliary
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OUTBOARD RATES WITH \$50 DEDUCTIBLE

\$1,000 Value Premium	\$32.00	
2,000 "	64.00	10% Discount Power Sqdn.
3,000 "	96.00	or Coast Guard Aux.
4,000 "	128.00	Outboard Rates
5,000 "	160.00	in Safeco Insurance

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3,000	53.00
4,000	65.00
5,000	76.00
6,000	84.00
7,000	95.00
8,000	102.00
9,000	108.00
10,000	115.00

\$200 DEDUCTIBLE

\$200 DEDUCTIBLE

11,000	123.00	160.00
12,000	130.00	169.00
13,000	139.00	180.00
14,000	144.00	188.00
15,000	149.00	198.00
16,000	158.00	206.00
18,000	171.00	222.00
20,000	184.00	239.00

\$500 DEDUCTIBLE

\$500 DEDUCTIBLE

22,000	196.00	255.00
24,000	210.00	273.00
26,000	224.00	292.00
28,000	239.00	310.00
30,000	253.00	329.00
32,000	260.00	338.00
34,000	266.00	346.00
36,000	274.00	356.00
38,000	280.00	365.00
40,000	288.00	374.00
44,000	312.00	405.00
48,000	336.00	437.00
50,000	347.00	452.00

\$1000 DEDUCTIBLE

\$1000 DEDUCTIBLE

55,000	369.00	480.00
60,000	392.00	509.00
65,000	415.00	540.00
70,000	438.00	570.00
75,000	463.00	601.00

ADVANTAGES

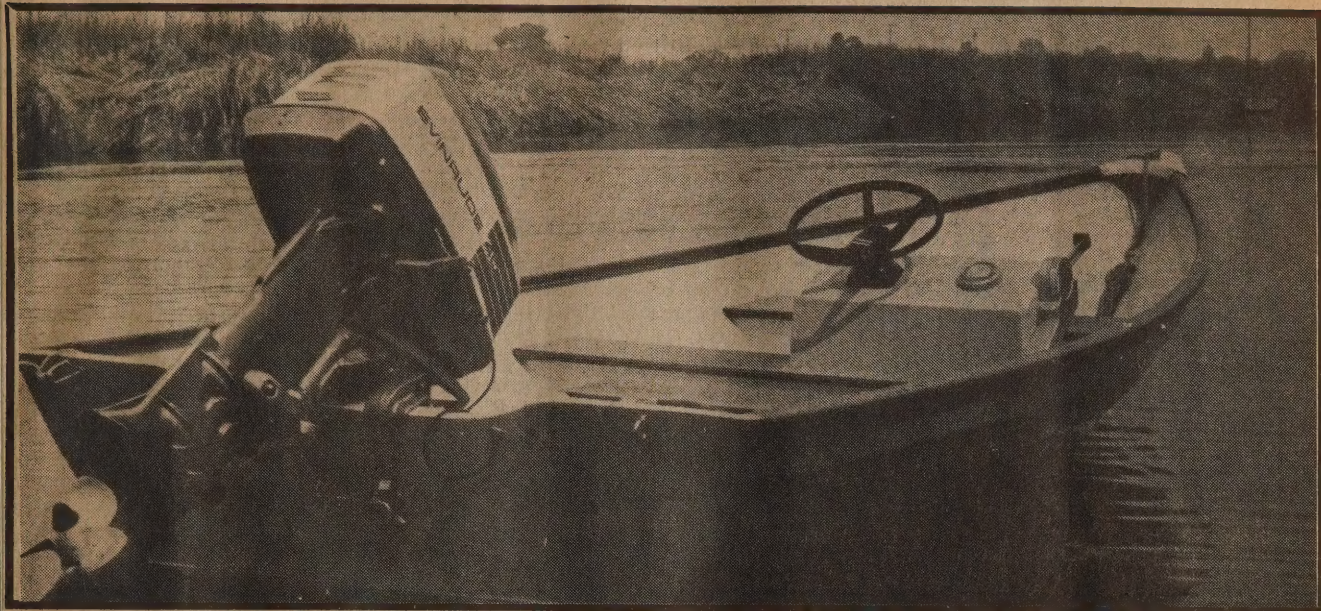
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OPTIONAL EQUIPMENT:

Fishing platform in place of forward bench

HULL SPECIFICATIONS:

Length	16'
Beam	6'
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Draft	6"
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Weight	250 lbs.
Load Capacity	737-979 lbs.*
Passengers	4
Horsepower	15-25 H.P.

*Load capacity depends on transom height:
15" trans. takes 737 lbs.
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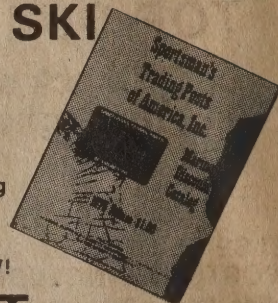
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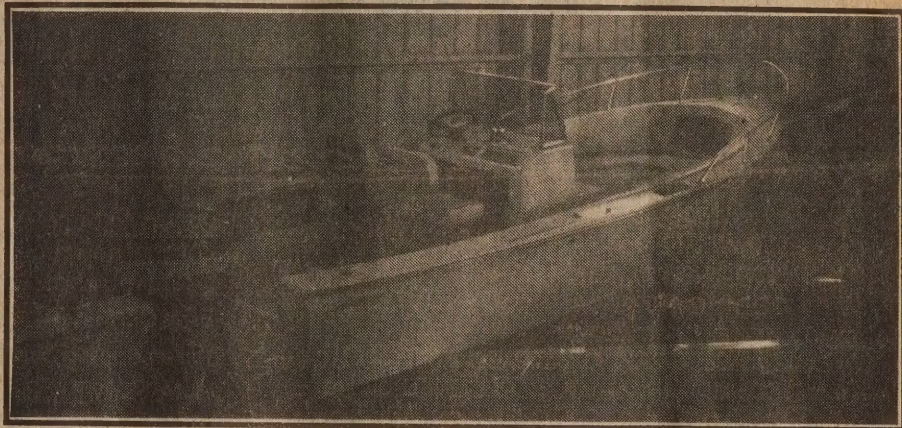
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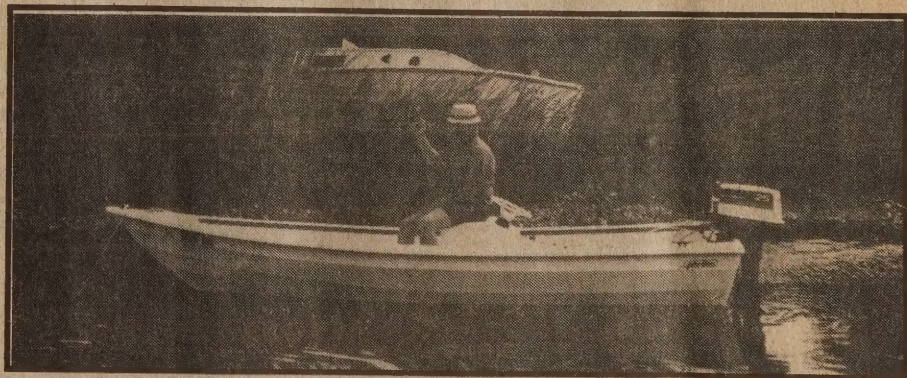


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Auxiliary Power On Small Craft

by
David J. Zebrowski

The sun is out, the temperature is nice—why not take the boat out for a spin? This suggestion by my wife, Barbara, met with the instantaneous approval of our two guests and yours truly. A few necessities hastily gathered and we find ourselves trailering the "Yahoo" to Port Jefferson ramp. After an uneventful launch we all enjoyed a feeling of satisfaction as we gradually moved away from shore into the open waters of L.I. Sound.

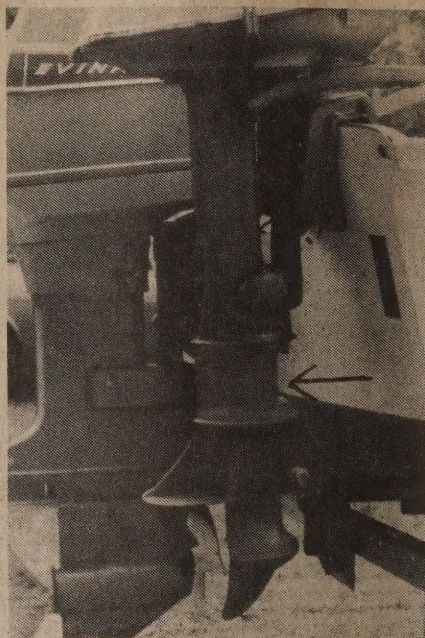
When you have given your equipment the proper pre-season care (tune-up, grease, oil, etc.), you feel confident in it and, in turn, can make last-minute outings which usually turn out well.

The day was spent in a lazy manner: a bit of water skiing, some rock and shell collecting, a nice lunch and, finally, a siesta in the sun on a deserted strip of beach. It was early afternoon when we decided to call it a day and head for home. All gear stowed and tired bodies aboard, we hauled anchor and drifted away from shore.

I engage the electric starter, the motor whines and coughs to a start—and immediately stalls! What's this? The motor is flooded. Another try and again, nothing; the battery dies.

What now, oh fearless captain? cries the fearful crew. We try the old rope starter trick, says I. One hour of exhaustive rope hauling and one broken finger (mine) and—still nothing!

Later that day a battery check at a service station revealed the cause of our misery to be a faulty battery cell. Luck hadn't abandoned us completely that day though, as a very amiable couple in a large boat eventually came to our rescue, towing us to safety and accepting no gratuity—only the promise that



Arrow shows extension kit that converts standard 15" shaft to long (20") shaft.

we would do the same for others should the situation arise.

In later days, even after the purchase of a new battery, my wife and I still had a feeling of insecurity while out on a trip. With a little luck and a great deal of scouting we solved our problem with the purchase of a year-old 5½ HP motor and gas tank at a reasonable price. The little motor since has received a lot of use and restored our confidence in our rig.

A very important feature in the purchase of auxiliary power is getting the same manufacturer as your larger power plant. By doing so your fuel lines

will be interchangeable, thereby giving your rig much more versatility. You may also benefit by purchasing a model with a long shaft that mounts directly on the transom. This might save the additional purchase of a mounting bracket that you probably would need with a short shaft motor.

At any rate, your local dealer has probably had experience in setting up such rigs and could probably be of great assistance to you.

When fishing for blues I use the larger of the two motors to get where the fish are, then switch to the little guy for trolling. You cannot imagine the amount of gas you will save until you initiate this method. While trolling, the small motor is used simply for power and not for steering. You steer with the larger motor even though it is not running; it acts as a rudder.

When "drift trolling" at night for stripers, using large sandworms or live eels, the low HP enables you to move as slowly as a gentle breeze around rock-piles, cuts and other likely striped haunts. Fishing in this manner brings to point another plus for the small motor: it will be much quieter than larger ones, thereby lessening the chances of scaring the fish away.

Getting back to our original reason for the auxiliary motor, I tried it out under varying conditions of wind, currents and different loads and was satisfied that in most situations, excluding very stiff currents (in inlets), it had sufficient power to propel my 16 foot Glasspar to the safety of the nearest shore.

The small motor pushes along at a surprising clip of 8 MPH. Even if never used in an emergency, it's a secure feeling to see it sitting there on the transom. If you are ever unfortunate enough to experience failure of your larger power plant, I'm sure you won't break a finger starting that low HP, as they normally take very little effort to start and are easily maintained.

If your budget isn't able to absorb the price of a new motor, there are a lot of good, used ones around that might be right for your rig and pocketbook.

There is no doubt that, things being what they are today with the gas shortage, a small motor would greatly increase the versatility of any small boat capable of handling one.

RIDGERUNNER

SPEED SHOP

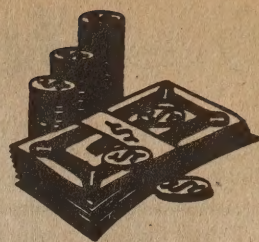
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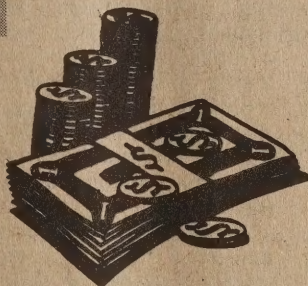
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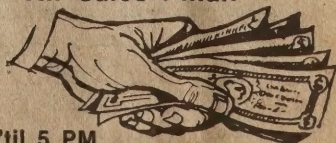
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Surf Side DRAG SYSTEMS

with Doc Muller

I can remember standing on a jetty several years ago while casting to a pod of big bass that were cruising in front of the "stones".

I hit a fish and the line began to leave the reel in long, even, smooth spurts. My companion immediately showed concern. First, he was worried that the hook might pull or that the line would break because he feared the drag would begin to sputter and stutter. Second, when he saw that my drag setting was light he was sure I'd be stripped within minutes.

On the other hand, I felt confident. I had confidence in my equipment and in myself. The drag was clean, lubricated, and mechanically superior. The setting, although admittedly on the light side, was exactly what I wanted for the spot and conditions under which we were fishing.

Well, I didn't lose the bass; in fact when the fish was in hand, there was the hook embedded in the flesh of the outer lip. A tighter drag would have pulled that hook free, but a resistance deliberately created to meld with both the fish and the conditions prevented the loss.

The reel was a Mitchell 306, one that I use for medium duty in quiet waters. Okay, pros. I know what you're thinking. But before you pick up the pen and pencil consider this:

The 306 has one of the smoothest and most dependable drag systems available. When kept clean and oiled it never stutters. My reel is an ancient model, one made prior to the introduction of the soft-g geared guts. If you've got an old model lying around—use it. If you don't plan to use it, get it out of mothballs and send it to me!

Teflon drag systems are also superior and with a little persistence, skill, and patience you can purchase teflon washers for some models and make them for others. In any event, I find that the breaking drags are totally unacceptable for salt water game fishing. Breaking systems employ washers that are made of either asbestos or leather. As a good fish takes out line, the washers get hot from friction and expand. Frequently the lubrication will also erode off the washer surface because of the heat and pressure. When the washers bind to one another, the line no longer leaves the spool evenly. Instead, the

system will alternately release and bind, with the result being a popped line! Although monofilament does stretch considerably, a fish can generate more thrust with its initial burst than its weight in pounds. Then, too, if the line remains intact, a lightly hooked fish will be surely lost.

Some of the popular reels that have smooth drags are the Penn Spinfisher series (when standard washers are replaced with teflon washers that are provided by the manufacturer), the Crack, the Cardinal series by Zebco, and some of the Diawa models. There may be others that I haven't tried that are equally acceptable, but I have also tried quite a few that are unacceptable.

If you have a reel with a breaking system there are a few things that you can do that may improve its performance under pressure. Write to the manufacturer and ask for replacement teflon washers. Some companies will provide the replacements at a reasonable price. Other manufacturers, such as Quick Reels, do not make teflon washers for their models. In that case you can try to make the washers from a thin sheet of teflon.

Sometimes the drags become smoother if you allow the asbestos or leather washers to soak in a light oil for several weeks. If all else fails and the reel is an otherwise good product, sell it to a fresh water fisherman—they seem to like the breaking drags.

Now about settings: Frequently there is no need for a tight drag. Many fishermen believe in, and perpetuate the myth, that big bass will strip a reel. Come on, guys! Unless that bass is side-hooked, or the reel an ultralight, or better still both at the same time, no bass will strip you. In fact, after twenty-five or thirty pounds or so the rule of thumb is: the bigger the fish, the shorter the battle!

So what's the point of snubbing up the drag and beating the fish so rapidly that you cheat yourself out of the fun of the experience? The real question should be: "Will this drag setting permit the fish to swim with an exertion of energy that does not fatigue the muscles?" In order to control a fish, the pressure put on it by the fisherman must force the fish to exert itself at a rate that is faster than its ability to recover. The key is

to work the borderline so that the fishermen's efforts fatigue the fish, but still allow the fish to put up a good showing.

There are an awful lot of good fish lost after prolonged fights, and they shouldn't be. Watch the real pros. When they hook a fish, they can tell from its behavior how that fish is hooked. If the fish is secure, they settle back and enjoy the combat—but rarely do they lose the fish. They avoid the mistakes of the novice, such as rushing a fish to the gaff, or striking a well-hooked fish repeatedly, or fishing with a drag that is much tighter than conditions call for.

Sometimes a guy doesn't have a choice; he must fish with a tight drag setting. This is perhaps nowhere more necessary than when fishing on crowded beaches. But I don't fish with the crowds simply because the sport ceases to be fun when you have to concentrate on wildly flung plugs, misplaced gaffs, and lines that stray at all angles, rather than on the fishing.

In rocks and fast currents I walk the fish if I can, and I have been known to let my line go slack when a big fish moves into the rocks. You know, that tactic works more often than it fails. For some reason, when the line goes slack, the fish stops and reverses direction—which is usually all a fella needs to reverse a losing trend.

When the fish is tired and ready for the gaff, the drag can be snubbed if the angler sees that the fish is securely hooked. The rigid drag can facilitate the gaffing if a fisherman is all alone.

Tight and loose are merely relative terms, but they can be translated into mathematical values. In general, I like to use settings of about 20% of the breaking strength of the line on weakfish and school bass. For larger bass I push closer to 30% or even higher if conditions warrant. For blues you have to use settings as high as 50-60%, especially for the slammers that we've had around the last few years. At 60% you'd be wise to check the line frequently for frays and make new knots often. For ten pound test line, that translates into 1- 2-pound pull for weaks, 3- 5-pound for decent bass, and a 4- 6-pound pull for the blues.

CLUB NEWS

THE LONG ISLAND SURF FISHING CLUB

The LISFC of Astoria, N.Y., has openings for new members. Please contact Roy Harlick after 6 P.M. Tel # 212-457-8682 for further information.

CONNECTICUT RIVER STRIPED BASS CLUB

On February 14th the Connecticut River Striped Bass Club of Old Saybrook, Connecticut, will present a Fishing Film Festival at The Morgan School in Clinton, Conn. The presentation will include films on fresh and salt water species, such as tarpon, channel bass, striped bass, salmon, muskie, etc. The films themselves are from major tackle companies such as Penn, Normark, Lowrance, and others. In addition, Tim Coleman of The Connecticut-Rhode Island Fisherman will narrate a slide show on fishing in Rhode Island.

The show will run from 7 to 11 PM. Admission is \$.50 for children and \$.99 for adults. Door prizes will be part of the evening's entertainment. The school is located just north of exit 63 on I-95 in Clinton. Anyone with an interest in fishing should plan to attend for an inexpensive evening of fun, and be sure to bring the kids.

Proceeds from the show will assist the club in its many conservation efforts, such as fish tagging, litter and beach clean-ups, etc.

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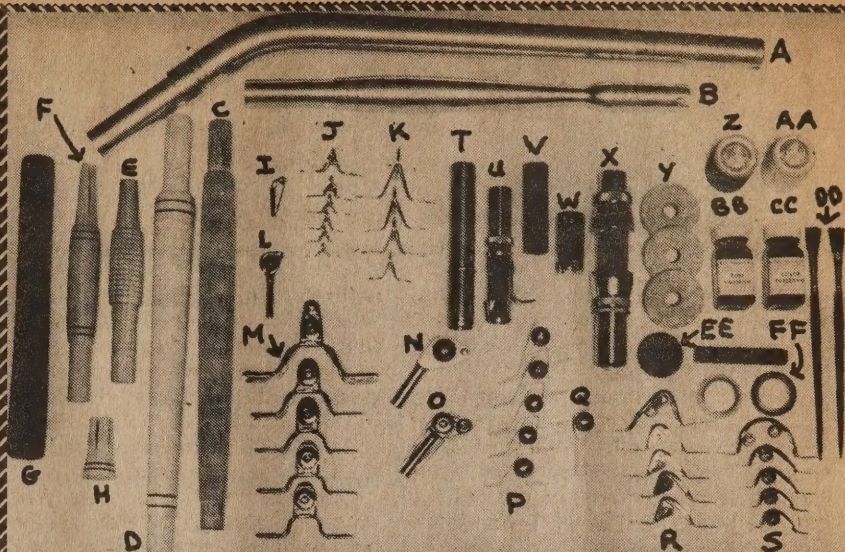
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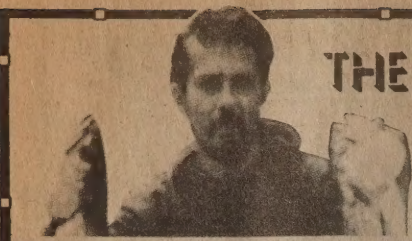
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THE BOTTOM LINE

with Scott Simons

HOOKS-Part I Concept, Size & Style

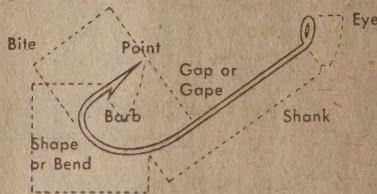
All of the basic rigs that we sinker bouncers use consist of three major components: sinker, leader and hook. Some fishermen add a fourth component—I call it junk—like little red beads to “pretty-up” a rig, even though the color red can’t be distinguished by a fish in water more than 20 feet in depth. The sinker serves to deliver the baited hook to the bottom, and a primary function of the leader is to keep the hook at the same distance off the bottom as the fish are feeding at. The hook is the business end of all basic bottom rigs.

Important as they are to successful fishing, hooks are probably the most improperly used pieces of tackle by fishermen. Hooks that are either the wrong size, wrong style or of inferior quality rate as a major cause for poor catches which are often blamed on other reasons. In order to aid you in better understanding hooks, the next three articles of “The Bottom Line” will concern them: Part One—Con-

cept, Sizes & Styles of Hooks; Part Two—How to Snell Hooks; and, Part Three—What Hook Should I Use?

Nothing in this world can be as confusing as the system hook manufacturers use to denote the many

PARTS OF A HOOK



sizes of hooks they sell. It's almost as if a few got together and said, “Look guys, let's make a system that doesn't make sense and nobody can understand, so that they'll keep buying the wrong size.” Adding insult to injury, one hook size is often slightly different from one manufacturer to

another.

Basically, the system works like this: the larger the number, the smaller the hook. A number 4 hook is smaller than a number 3, a number 2 smaller than a number one. But that's only when you're talking about small hooks. The next size larger than a number one is a 1/0, followed by a 2/0. When a slash and a zero follow the number, the larger the number the larger the hook. So listing hook sizes from smallest to largest, the numbers would progress like this: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 1/0, 2/0, 3/0, 4/0, 5/0, 6/0, 7/0, 8/0, 9/0, 10/0.

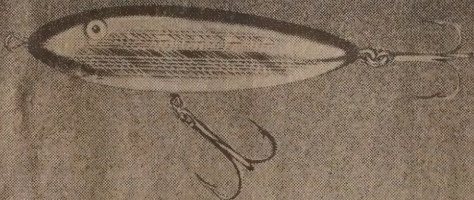
What size should you buy? Until you are thoroughly familiar with hook sizes, order hooks by looking at them. You usually know the size of fish you're most likely to catch, so trust your eyeballs to choose accordingly. Keep in mind the old rule-of-thumb if you have any doubts: “large fish can be caught on a small hook easier than small fish can be caught on a large hook.” Example: if you want to fish all day and catch one 10-pound fluke, use a large 8/0 hook; but if you want to bag ten or 15 fluke ranging from 1 1/2- to 10-pounds, use a smaller 3/0.

Although the fish hook is relatively simple in design and has remained virtually unchanged for thousands of years, by varying the shape and dimensions of its parts many variations in this design are possible. The Chestertown and Beak hook styles have the same four basic parts (point, barb, shank, eye), yet by varying their three basic dimensions (bite, gap, bend), they become completely dissimilar in appearance. (See box on p. 19.)

Diagrams of some of the many hook styles that are popular in our area are shown in the box on p. 19. The various species of fish have differently sized and shaped mouths and feeding patterns. A combination of all three of these variants will determine the hook style for each particular species. No need to experiment to find the right ones—generations of anglers have narrowed the field considerably by trial and error. In part three of this series a table will be included that contain the most popular styles and range of hook sizes used for each fish commonly found in this area.

Hooks are manufactured in a variety of metals, and it is important that

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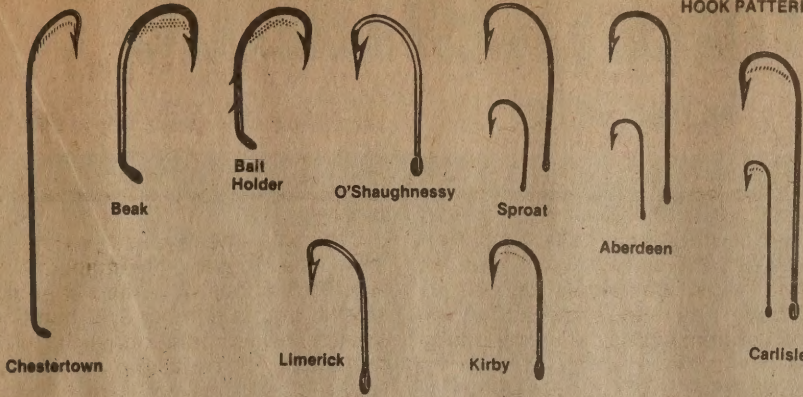


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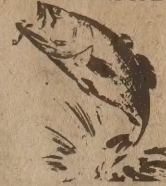
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diagram #1
HOOK PATTERNS



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those you use will stand up to the corrosive qualities of salt water. Stainless steel, tinned and gold-or cadmium-plated hooks are the best finishes for use in salt water. Nickel-plates, bronzed or blued hooks may be great in fresh water but will quickly rust and weaken in brine.

As in everything else, the best hooks are most expensive, but you get what you pay for. Cheap hooks have poor points and usually have not been properly tempered, causing them to either bend or break under stress—which often means losing a nice

fish. So buy only the best hooks made by a reputable manufacturer. They are a relatively cheap part of the cost of a fishing trip and old, bent or rusty hook should be immediately replaced with new ones.

Regardless of hook style, and except in a few fishing methods such as clam chumming for bass, the hook will need a "snell" attached to it so that it may be connected to your leader or line. Pre-snelled hooks may be conveniently purchased at any fishing tackle outlet, but they have two drawbacks: they are expensive

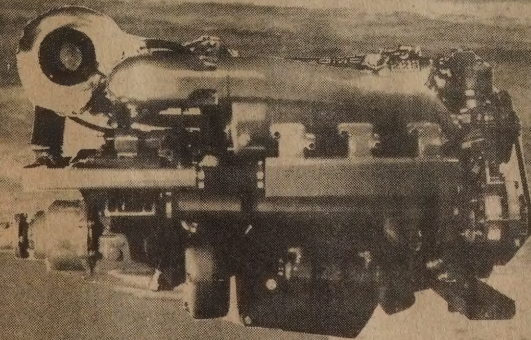
and the snells are often sloppily tied *en masse*. Just as a parachutist must rig his own chute so that he feels confident it will open when he jumps, so should you snell your own hooks. The first time you pull in a pre-snelled hook, with a curly-cue of monofilament caused by a slipped knot instead of a hook at the end, should be enough to convince you of this. Next week we will talk about how to tie several different snelling knots.

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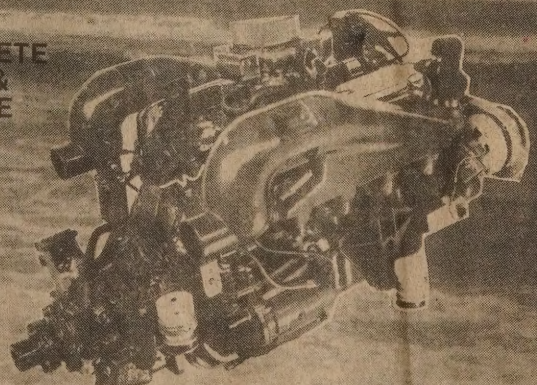


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Trailer Maintenance

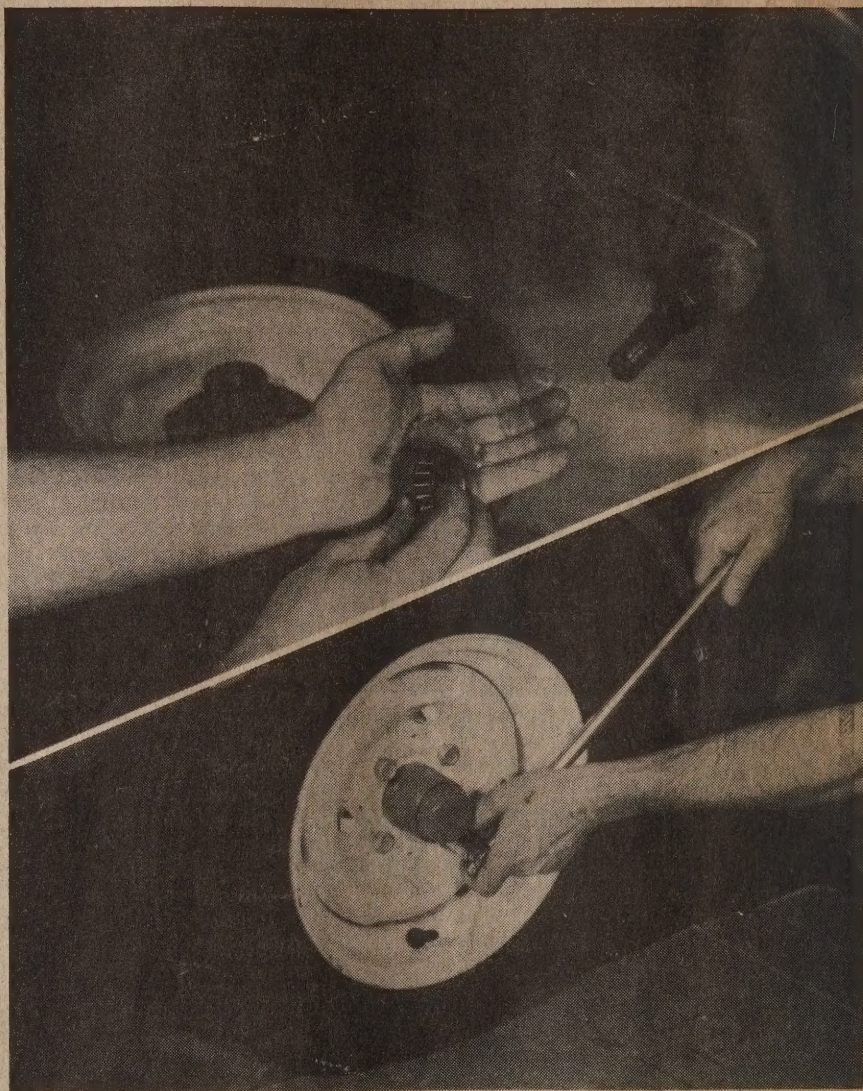
by Don Vetter

Often the most major item of the average boatman's equipment is his trailer; it is merely something to transport the boat from his home to the launch ramp, and is the recipient of only the most cursory attention. Only when things go wrong does the old trailer come to the forefront. While driving merrily along the trailer may start to lurch and yaw, with a wheel shuddering and finally locking as a neglected bearing siezes up. The ultimate result of such an incident may be the wreck of the entire outfit—boat motor and trailer—all for want of a bit of grease.

Proper care of the wheel bearings is essential and as good a place as any to start a treatise on trailer maintenance. How frequently should bearings be re-packed? This depends to a large degree on how you use your trailer; one used to carry the boat from the garage to a ramp less than a mile from home will obviously require less bearing care than a rig which is subjected to much long-haul driving, for example. Even more important is the question of whether or not you dunk your hubs when launching. Although almost all modern trailer grease seals are ostensibly watertight, some seepage is inevitable when the hubs are submerged, and nothing I know of is harder on wheel bearings than salt water.

Some boatmen can launch and retrieve their craft with the trailer wheels only an inch or two deep in the water, while others submerge their rigs so deep the boat actually floats off. It depends on the size and weight of the boat and the habits of the individual boatman. There is no single right or wrong way, but if you are a deep dunker, you should re-pack your bearings at least once every two or three months. Even non-dunkers should do this once each season, for salt, sand and grit have a way of finding their way into the grease, however much care one exercises.

Packing a bearing is simply a matter of jacking up the trailer and removing the outer cup from the hub of each wheel, pulling the cotter pins and unscrewing the large nut. The entire wheel assembly may then be slid off the axle. The inner seal should be inspected for signs of deterioration and the roller bearings themselves checked for corrosion and pitting. If the bearings look good, just re-pack



Upper: Wheel bearings must be re-packed regularly when submerged in salt water. Lower: Lug nuts should be kept rust-free to allow easy wheel removal for tire-changing.

them with fresh grease (see photo) and re-assemble. New cotter pins should be installed at this time, rather than reusing the old ones. If all this sounds like too much of a chore, your local service station can do it for you.

Tire pressure should be checked regularly and kept at the manufacturer's recommended level. Wheel size is an important consideration, particularly if you take your rig on lengthy trips at highway speeds. Remember that an 8-inch diameter trailer wheel makes nearly twice as many revolutions as a 15-inch car wheel when traveling at an equivalent speed, with the attendant

additional wear and tear on the bearings. A larger (12-inch, for example) wheel is worth considering if you plan on taking your trailer on many long hauls at speed.

Flat tires can be a particular bane to the trailer boatman; carrying a spare won't help much if you find the lug nuts so embedded with rust that it would take three days soaking in Liquid Wrench to budge them. A light coating of rust-preventive paint applied to the lugs helps. Most light trailers are equipped with leaf-springs which should be inspected periodically to be sure they are properly

bowed and not tending to flatten out. The individual leaves should be checked regularly for breaks, and the shackles' rubber bushings should be given a shot of silicone spray lube from time to time. The coil springs on heavier trailers are more durable and require less attention. The break-frame should be kept greased at its pivot points, and the pin inspected at regular intervals. The single safety chain found on the tongue of most trailers is not really very effective; should the hitch give way somehow, the trailer tongue and stand will be dragged along the road with a grinding of metal and a shower of sparks. A double chain, rigged as a criss-cross cradle, will keep the tongue off the ground in the unlikely event of hitch failure.

The lights—tail, stop and directional—with which every trailer must by law be equipped, can be one of the biggest nuisances a boatman has to contend with. Nothing is as frustrating as having to postpone a long-awaited fishing trip while struggling to remove a burned out bulb from its rust-encrusted socket. To add insult to inquiry, the bulb's glass portion will often separate, leaving the corroded bulb base to contend with. It is not surprising that trailer lights are

so troublesome when you think of the constant dunking in salt water they are subjected to. Drilling (or melting through with a hot wire if they are plastic) drain holes in the bottom of each trailer light will help prevent water from collecting in them. Coating lamp sockets and bulb bases with vasoline will also help to retard rust and corrosion. Just be sure not to get any on the electrical contacts. Welding upright extensions onto the rear of the trailer and mounting the lights atop them solves the problem altogether by keeping the lamps high and dry during launching, but is a chore many boatmen (yours truly included) are loath to undertake, due to the time and effort involved.

Galvanized frame, a process whereby the steel trailer is dipped into molten tin during manufacture, and aluminum are the most trouble-free materials, though a majority of trailers are still of plain, painted steel. That painted, plain steel trailers degenerate into scabrous, wretched piles of rust in 2 or 3 short years is a fact which may be verified by observing many of them parked at any well-frequented launching ramp during the season. That this need not be the case may be seen from my own trailer, which is of this type of construction. Though it is

nearly 7 years old, it looks almost as good as the day I bought it.

The secret in keeping up these trailers is in keeping them coated with rust-preventive paint. At least each season, all rusted areas should be thoroughly wire-brushed and spot-primed with the aforementioned paint. When the spots are dry, the entire trailer should be painted with the same paint, taking care to reach every nook and cranny of the frame. The exception to the paint treatment is the axle; it is subject to a certain amount of flexing and will quickly flake off any paint applied to it. A coating of tar or roofing cement will provide rust-proofing for the axle.

One final word on trailer maintenance; the bearings of the keel rollers should be kept lubricated. This also applies to stern support roller bearings if your trailer is equipped with them in lieu of padded bunker supports. Padded bunkers should be checked for worn spots or tears in the fabric, and the covering replaced if its condition warrants it.

Any boat trailer can provide years of useful and trouble-free service if only you take proper care of it.



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CROSSING THE BAR *with Don Vetter*

NAUTICAL NOMENCLATURE Part Two



The bilge is the turn of the hull just below the waterline; bilges are the lowest part of the hull interior where bilge water collects. All the foregoing refers to the hull, which is the main part of the boat, anything above the hull or deckline is called superstructure (cabins, wheelhouse, etc.). The main member of the hull structure is the keel fore and aft. The deadwood is a solid block above the keel at the stern, behind which is the propeller post. The frame is the skeleton of the hull, the transverse members of which are called ribs or frames. The stem is the foremost frame member at the bow; if the stern also tapers the craft is called a doubleender—the flat, transom stern is the type we are all familiar with. The planks affixed to the frames which form the skin of the vessel are called strakes, the garboard strake being the one next to the keel. The outer sides of the boat are also called wales, therefore, the uppermost (sheer) strake is also called the gunwale. If the topsides of the hull extend above deck level, they are called bulwarks, the taffrail is the rail at the stern.

Partitions within the hull are called bulkheads (not walls, lubber). Scuppers are holes in the bulwarks which permit water to drain overboard from cockpits. Coamings are the buildup edges around hatches, etc.,

which prevent entry of water. Deck openings are hatches and companionways are ladders leading below deck. Berths or bunks are seagoing beds and lockers are closets which provide stowage space (one does not pack aboard a boat, one stows).

Helm relates to the steerer, a tiller in days past; the command "port your helm" is heard no more—left or right rudder are the terms used today aboard steering wheel equipped craft. Compasses are mounted where the helmsman can easily observe them, mounted in boxes called binnacles and swung from pivots called gimbals to keep them level in a seaway. The lubber line painted inside the compass bowl indicates the ship's heading.

When a boat moves, it is under way (or weigh); the Pilot Rules consider any boat not aground, anchored or docked to be under way. When moving forward, the boat is making headway; backing, sternway; sideways (as a result of wind or current), leeway. The track she leaves in the water is her wake. When neither made fast nor under power, a boat is adrift. If she touches bottom she is aground (all boats are referred to as "she" because they are a. beautiful and we love them, or; b. bitchy, but we put up with them. Take your pick). Trim is the way a boat rests in the water: if level,

she is on an even keel; if tilted to one side, she lists; if low at the bow, she is said to be trimmed by the head; if low aft, trimmed by the stern.

Sidewise motion in a seaway is called roll, vertical motion (the lift and fall of the bow) is pitch. A boat yaws when she swings wide of her course to one side or the other in a following sea and may broach-to if thrown sideways into the trough of the sea—a dangerous situation to be avoided. A boat in this position may capsize or founder; in the first instance she turns over, in the latter she fills and sinks - rotten luck, what? A savvy skipper will heave-to before things get as bad as all that, either with just enough power to keep the bow facing the sea, or with a sea-anchor (drogue) to keep her head seaward.

Rope aboard a boat is referred to as line (anchor line, etc.), hawsers are heavy lines rarely encountered on small craft, heaving lines are the light lines thrown from one boat to another or to a dock (one never throws aboard a boat; one heaves - unless one throws up). A painter is the line at the bow of a dingy by which she is towed, a pennant is the line a boat ties up to her mooring with. Spring lines are used in docking and run either from the bow aft, or from the stern forward, to check motion. To belay a line means to make it fast, as a command

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belay means stop (which is what I wish I could do). Lines may be joined by either knots or by splicing (tucking separate strands one under the other); when a loop is made in the end of a line in this manner, it is called an eye splice.

Ground tackle is the term which encompasses anchors, lines, chains and shackles used in anchoring. The anchor line itself is called a rode. Permanent moorings with buoy, ring and painters utilize heavy mushroom anchors, smaller versions of which are often used in rowboats. Grapnels are light anchors with claw-like prongs, kedges are anchors used in getting off shoals, the bower anchor if the working bow anchor (these terms refer to usage; not to be confused with patent types - Danforth, Sea-Spike, etc.).

Rips are short, steep waves caused by meeting or crossing currents, and may also be called a chop. Wind-driven waves are also referred to as a chop (more confusion). A swell or groundswell is a deep, heavy undulation resulting from storms far out to sea. Surf is formed when swells encounter a beach and become breakers. A following sea is one in which wave action follows the boat's course, a head sea opposes it. Tide refers to the rise and fall of water caused by the influence of the moon and produces tidal currents as water rushes in or out with the tide's ebb and flow. Spring tides occur when the moon is new or full and range from higher high and lower lows than ordinary tides. Neap tides occur with the quarter moon and are the opposite of spring tides.

Range is not only a measure of tidefall, but a navigational term used when sighting the relative position of two or more fixed objects to determine location afloat. Space will not permit the inclusion of many more definitions (nor the plethora of sailing-ship terminology), but here are a few more for good measure: a fathom is 6-feet, depth may be determined by heaving a lead line (also known as sounding), a course is plotted on a chart, bearing may be taken to take a fix in a position, entries are made in the ship's log and the watch contains 4 hours (except the dog-watches, which contain 2).

Now that you know the ropes (pardon me, lines), you should be able to keep out in front (pardon me, forward).



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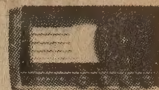
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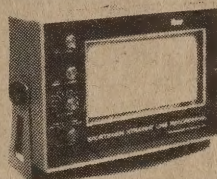
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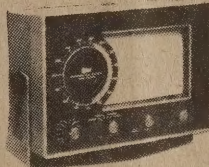
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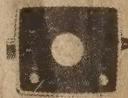
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by Andy Stewart, Jr.

Very few people will deny that almost every small boat operator has need of some type of navigational system. The dangers of being fogged in or running on a not-too-clear night are readily apparent. Even the casual fisherman sometimes finds it necessary to use some means other than instinct to find his way to and from suitable fishing areas. The range of navigational aids available to the fisherman are as varied in their principles and operation as they are in their prices. They range from small boat compasses to wonders of the electronic age. The fisherman ultimately selects a system that is geared to the size of his boat, the area he fishes, and last but not least, the size of his pocketbook.

As the owner of a trailer-borne, 14' aluminum skiff which I operate almost exclusively within the confines of Long Island's numerous bays, I had no real need of one of the electronic aids. I decided to use a compass and a chart of the area I was in as my means of navigation. However, in trying to inaugurate even this relatively simple system into my boat, I ran into problems. Anyone who has priced accurate boat compasses knows they don't come cheap. I was unable to find a suitable place in my boat to mount such a costly piece of equipment where it would not be in the way of fishing, would not get damaged unnecessarily, and would still be readily observable from my steering position. Lacking a dashboard, every place in the boat I considered was unacceptable for one reason or another and I was reluctant to invest in a quality instrument if I could not mount it properly. Having been exposed to land navigation with a hand compass in the Army, as a hunter, and as a forestry student, I decided that it might be feasible to navigate my small boat with acceptable accuracy by using a hand-held compass with a rotating, graduated bezel.

After some study, trial and error, and experimentation, I've decided that navigation in our bays is possible by this means, and that this instrument might be of use to the now compass-less small boat owner and to the rental skiff fisherman who uses small boats that normally are not well-equipped. The hand-held compass can be easily carried in a tackle box or shirt pocket, requires no adjustment, and is

readily capable of furnishing accurate direction.

The compass I use is the Silva Type 3 which can be purchased in most sporting goods stores for about \$10. I generally carry the compass in a shirt pocket with a lanyard attached and slung around my neck to prevent loss. Placed in a case to prevent it being scratched beyond use, it can be carried in a tackle box with little loss of space. I selected this model because it has a good reputation for accuracy, is relatively small, rugged, equipped with luminous points for night use, and is made of corrosion-free materials, an important consideration for the person who uses it on salt water. This model also has a liquid-damped needle which has a short swing time, making rapid sightings possible. Silva also makes more elaborate models with sighting devices built in which you might find more acceptable for your use, but I have found the Type 3 to be more than adequate for mine. Needless to say there are other brands of similar compasses commercially available which you might select for personal or other reasons. As this compass also works beautifully in the woods, the fisherman who also hunts can kill two birds for the price of one stone if he has such an instrument.

The feature that this compass has that makes it so adaptable and easy to use is its rotating, graduated (0-360 degrees, marked at N, E, S, W) bezel that surrounds the needle compartment. The only other equipment you need to navigate is a straight-edge of some type and a pencil. No fancy tools or other instruments.

To be able to successfully use this compass the fisherman must be able to perform only four related operations with it; knowing these operations and how to apply them to various situations is all that is required. He must be able to orient the chart, take off a bearing, follow the bearing, and shoot a bearing. Once he can perform these operations accurately he should be able to find his way home without too much difficulty. In the following discussion it would be good to refer to the diagram so that the operation will be more easily understood.

Orienting the chart is one operation that is basic to any procedure in which the use of the chart and the compass are combined. Orienting means placing the chart in such a position

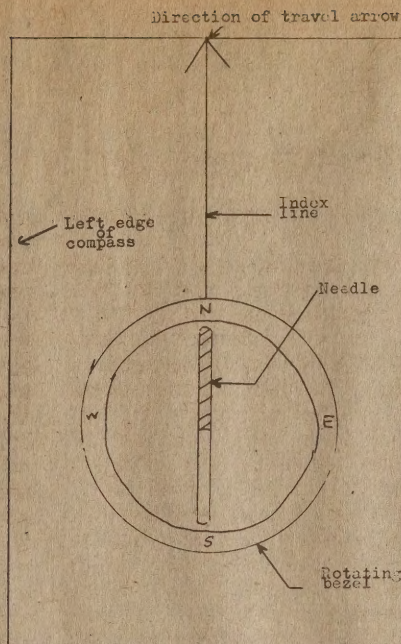
that the magnetic North line on the chart points to magnetic North. The use of this compass eliminates the need to use True North and, I have found, does not require the application of most declination corrections as the limits of accuracy the compass itself imposes make these applications unnecessary. To orient the chart, place it on a flat surface and as nearly level as possible. Rotate the bezel on the compass until the N is aligned with the index line. Place the left edge of the compass along the magnetic North line on the compass rose of the chart, with the direction of travel arrow pointing North. Use the compass rose nearest that portion of the chart you are concerned with so as to minimize the size of the flat area required. Chances are the needle does not point to N on the bezel. Holding the left edge of the compass on the magnetic North line, rotate the chart and compass together until the North end of the needle is aligned with N on the bezel. The chart is now oriented and should be held in place with weights or tacks.

Once the chart is oriented it will be possible for you to take off bearings. Assume you are at point A and desire to reach point B which is not visible (rain, fog, darkness, etc.). To find the direction to point B from point A (the course) draw a straight line between the points and place the left edge of the compass along this line with the direction of travel arrow pointing to B. Without changing the orientation of the chart, rotate the bezel until N is aligned with the North end of the needle and then read the bearing from the bezel where it crosses the index line. This bearing is your course from A to B.

Now that you have determined your course, how do you follow it? Without changing the setting on the bezel, hold the compass in front of you at a level slightly above the waist with the index line at a 90 degree angle to your body and the direction of travel arrow pointing away from you. Sit astride the centerline of the boat and sight over the compass and boat stem off into the distance. Turn the bow of the boat until the N on the bezel is aligned with the North end of the needle. This is the direction you should follow. If you can pick out a fixed object in line with your course head for it, if not, constantly check your course with the compass in the foregoing manner until you reach your objective.

The last operation the fisherman should be familiar with is how to shoot a bearing, a procedure that will enable him to plot the locations of newly-found hot spots on his chart for future reference. To shoot a bearing, hold the compass in your hand as before and turn your whole body toward the object you wish to sight on. I have found that more accurate readings can be obtained if the thumb or forefinger is placed parallel to the edge of the compass which makes use of our innate pointing ability. Once lined up on the object to be sighted, rotate the bezel until the N is aligned with the North end of the needle. The bearing is read as before on the bezel where it crosses the index line. If two bearings are taken from the same spot to two different points, the spot may be easily located on the chart at a future time.

Having made note of the two bearings taken, it is now an easy thing to plot the location on the chart at home. To do this we use a process called resection. First locate the points you sighted on the chart. Now you must compute the back-bearings for each of the bearings you shot. The back-bearing of a bearing is the opposite direction of the original bearing; if the bearing you shot was less than 180 degrees, add 180 degrees to it for the back-bearing. If



the original bearing was more than 180 degrees, subtract 180 degrees for the back-bearing. Having figured the back-bearing for point 1, set it on the compass bezel after having oriented the chart as described before. Place the left edge of the compass against the point sighted on and rotate the compass about that point until N on the bezel is aligned with the North end of the needle. Draw a line along the

left edge of the compass. Repeat the process for point 2. The point where the drawn lines intersect is the location of your new-found spot. Needless to say, resection has other applications and is a generally valuable procedure.

To find your spot when again on the water, use the original bearings you took and adjust the position of the boat until bearings you shoot to the same points as before coincide with the original bearings. You should now be over the fish. In working with bearings and back bearings it is important to remember to have the direction-of-travel arrow pointing to the point you are trying to find and, if possible, to select points to sight on that are about 90 degrees apart. Points with such placement will produce intersecting bearings that have intersection angles of about 90 degrees which produce more accurate results than those which intersect at obtuse or acute angles.

A point on the water may be located—even if you are unable to reach it for one reason or another—by using process known as intersection. Shoot bearings to the spot to be located on the chart from two different points locatable on the chart and then plot them. The point of intersection of the two bearing lines is the location

(Continued on page 39.)

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The Other End of Long Island

Part III: New York's Only Ocean Fishing Pier, the Beaches and the Rockpile

by Ed Haring

It doesn't seem very far back when there were two piers extending into the Atlantic. Then, hot dogs with all the trimmings were selling at five cents. The piers were constructed to accommodate paddle-wheeled steamboat carrying visitors to Sodom-by-the-Sea, a name some evangelists loved to apply to Coney Island. The nickel fare replaced the steamboat, and fires and storms destroyed the piers—but not the enthusiasm of the fishermen who became attached to the structures like barnacles.

It took a lot of arm-twisting, but Steeplechase Pier was rebuilt in the "T" shape so popular to the South, and now it is a rare hour of a rare day when at least a small cluster of fishermen cannot be found. Elbow room is equally hard to find in balmy weather. Just about all species of local fish can be taken: ling, whiting, and sometimes mackerel. The whiting move in when the weather is the most inclement. Aptly called "frost-fish", they go on a feeding orgy when the mercury dives below the freezing mark. Shiners or small diamond jigs account for some impressive catches.

Tackle is controversial. Some like it heavy, others light. It is a long lift

from the water and gaffs won't fill the bill. I would recommend lines of at least 15 or 20 lb. test, unless you're fishing for snappers. Overhead casting is dangerous, except when there is plenty of room around you. Crabs can be taken in goodly numbers, but only via crab traps.

Public transit is no problem; parking is. All day and all hour parking meters are everywhere. There are also parking lots—which tend to fill early on nice days. In the off seasons I found that spaces can be found east and west of the amusement section, and they require only a few blocks of walking.

Officially, the beaches at Coney Island are open to surfcasting from October 1st to early April. Still, I've seen a good many anglers heaving lures seaward, in the early morning or in the evenings after the bathers departed, without being molested.

Norton's Point in Seagate and Kingsborough Community College at the other extreme are off-limits to the public. If you don't mind being chased by guards and dogs, both locations are productive. I am not so adventurous.

Moving over to the Rockaways, the

map will show a vast beach area extending from East Rockaway Inlet to the Breezy Point jetty. It is all productive water, but the trick is to get to it. Surf casting is permitted from 8 a.m. to 8 p.m. from May until mid-September during the summer season, and on a 24-hour basis during the rest of the year in most areas. If you come by bus or subway you can get by, but surf gear on either can pose problems. Parking is banned in many areas, and "Fire Zone - No Parking At Any Time" signs effectively shut off fishing to all but residents. There are a few parking lots around 98th and 116th Streets, but the hours and rates may not correspond with your fishing schedule or wallet.

Now, with a goodly part of the beach area behind us, we come to Riis Park and beyond. Here we enter the Gateway National Recreation Area. Hopefully, we may get something here we never had within City limits in decades—an area to fish on a 24-hour basis, all year-round. It is all on the drawing board and it would be well to check with the Administration Office just west of the bath house for rules, regulations and a fishing permit when spring rolls around. Previous rules are all being reevaluated. Parking and public transportation are not problems. Bring your own bait and lures. There are no tackle shops yet.

Bass, blues, fluke and other surf dwellers can be taken, but remember sand beaches are unpredictable. Here today and where tomorrow is the problem.

Much of the sand area, except at Breezy Point, is punctuated—at intervals of about a hundred yards—by stone and wooden jetties. At times they afford some fine traps for bait, with blues and stripers running herd over them. Last year it seemed to work just the opposite; possibly because of the warmth of the water, the fish stayed beyond the tips of these structures and most of the surfcasters got a lot more exercise than fish.

One afternoon in early October we watched boatmen dropping their bunker right off the tip of the Clock Jetty at Riis Park. In short order they

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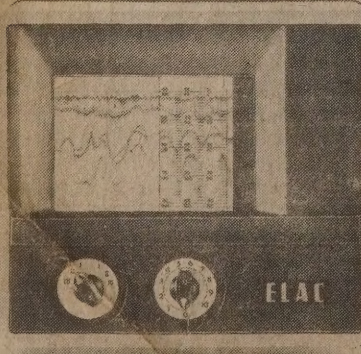
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hauled in at least ten good-sized bass, while casters on the beach were skunked. Other days the birds dove over frequent splashes but they never ventured closer than four hundred yards. These are the frustrations, only too well-known to those fishing the sand beaches, which seem to add something to the sport. Where rocks jut seaward from the beach you will find fishermen near the tips. Usually they fare better—for obvious reasons. Baitfish, crabs and other crustaceans use rocks as homes and hiding places. Larger fish, knowing where their next meal is apt to come from, cruise nearby.

You will find plenty of these jetties along the beaches at both Coney Island and the Rockaways. The best one—at the tip of Breezy Point—is the hardest to reach. It is a long walk from the small parking lot outside the Surf Club, which is reachable only by automobile. You have your choice of plodding through soft sand or hopping rocks for about a mile, but it seems much longer—especially coming back.

On the higher stages of the tide you can fish from the rock wall itself. The first few hundred yards are mud flats, high and dry at low tide. Still, flounder, snappers, blues and stripers are taken on high water. There is a

small beach at the point where the rocks curve. Casting produces fluke, blues, stripers and weaks during the late spring and early summer, on the upper stages of the tide when it coincides with early morning or after sunset. The gnats and mosquitoes are voracious, so bring along a good supply of repellent. Further on the water gets deeper and porgies, blacks, small seabass and many other species can be taken. Don't be afraid to move if one spot fails to produce. It can be a whole new ball game a short distance away.

There is a stretch of seawall at Manhattan Beach, between Brighton Beach and Kingsborough College, where the same kind of fishing may be had. Here you can park in the city parking lot, or maybe find a rare space on the streets. It is within walking distance of Sheepshead Bay and is served by Transit Authority buses. Again one may find any type of tackle employed, but either spinning outfits or light conventional gear is far superior. Lures or bait may be used.

The wooden jetties found in areas of the Rockaways were productive; most have suffered from the ravages of time and sea. Here and there a fishable one may be found, but rarely.

You can get by with non-skid work
(Continued on page 40.)

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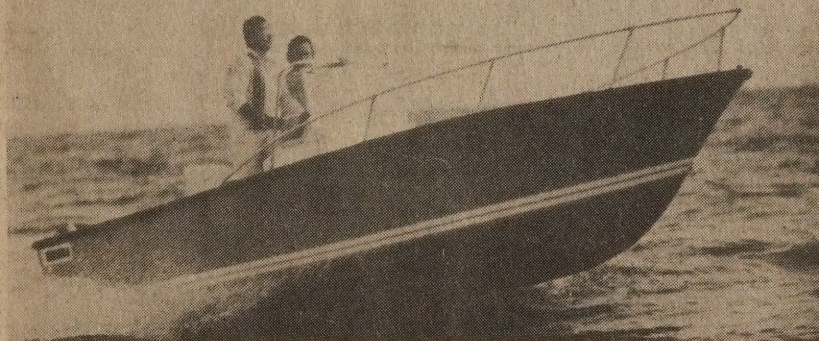
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Cold Water Fishing And Survival

by Dr. Einar "Doc" Grell

How often do you read in local papers the headline "Ocean Claims Four Local Fisherman in Boating Mishap," or "Three People Die in Great South Bay?" If you are an eager fisherman who enjoys cold water fishing in local waters you can't help but think, "What happened?"; Could the accident have been avoided?; "Were all the safety precautions for safe boating and basic survival observed?"

It is to this last question that I am going to strongly emphasize some BASIC SAFETY AND SURVIVAL COMMANDMENTS THAT COLD WATER FISHERMAN SHOULD OBEY. These commandments apply equally well to warm water fishermen, with the one exception that being dropped or placed in the Great South Bay or Atlantic Ocean in the months from November to early June presents one with the major problem of "how long can you live in water whose temperatures range from 33 degrees Fahrenheit to 60 degrees Fahrenheit?" Assuming that you are in good health the answer is very simple. No longer than 15 to 20 minutes in the 30-degree range and no longer than one hour in higher degree ranges—assuming that you are overdressed like most cold water fishermen and can stay afloat till the time that some type of rescue takes place.

If you are not rescued, what happens to you in the water? The situation, and your future to say the least, is not a bright one. In brief, you are preparing to leave this world. In the water your body continues to lose body heat at a rapid rate. At first you will experience the shock of radical change which brings on quick gasping of air and tensing of muscles, making normal activity nearly impossible until the nervous system gets used to the cold water. Assuming that the shock of hitting the cold water has not already killed you, the horrible one-way trip to the playground in the sky takes place. As you continue to lose body heat to the cold water you will undergo the serious effects of muscle cramps, progressive immobility, complete insensibility to pain and a complete slowing down of body and mental functions until death. The physicians will say you have died from a complete loss of body heat known as HYPOTHERMIA. In brief, you didn't even drown. You died from

overexposure.

With the preceeding as a very real outcome to keep in your mind, I will now discuss some BASIC SAFETY AND SURVIVAL COMMANDMENTS THAT COLD WATER FISHERMAN SHOULD OBEY. These commandments are discussed in their relative order of importance and are based on more than forty years of having survived cold water fishing in waters from Maine to Long Island.



"THE COMMANDMENTS"

One. THOU SHALT WEAR CLOTHING AND A PERSONAL FLOTATION DEVICE THAT WILL KEEPETH THEE ALIVE IN COLD WATER. While running to and from the fishing grounds I strongly recommend wearing a complete "dry suit" with a rubber hood and a personal flotation device; "dry suit" made of 1/8-inch rubber (Zip Duck Dry Suit as an example) with 1/4-inch thermal underwear beneath (Helly Hensen makes an excellent brand of "thermo-pile" underwear) with matching socks. Rubber hood for head can be made of 1/8-inch rubber. The outer "dry suit" with this underwear and hood plus a PFD will keep you warm in cold water for several days and greatly reduces the problem to loss of body heat and hypothermia. This "dry suit," if the fisherman is too warm, can easily be taken off when anchored up or in a slow drift when danger is at a minimum. It can be

worn under regular foul weather gear and keeps you completely dry and warm when immersed in cold water. I would be willing to bet that there isn't a cold water fisherman in 10,000 that wears this outfit and adheres to this commandment.

Two. THOU SHALT DO EVERYTHING IN THY POWER TO KEEP THYSELF BOUYANT AND THY BOAT BUOYANT. Once you have assured yourself that you are not going to freeze to death in the water, your second procedure is to make sure the you will remain afloat either by yourself or with some object, hopefully your boat or a liferaft. If you don't possess a boat that has positive buoyancy either upright, when swamped or overturned, it is imperative that your boat has some type of life-raft aboard. It is amazing the great number of boatmen who believe that their boat will never sink or break-up. Assuming that you have a boat which floats, even when overturned or swamped, it is imperative that you stay with same rather than try to swim to shore.

Three. THOU SHALT ALWAYS MAKE A FLOAT PLAN AND BE IN RADIO CONTACT WITH ANOTHER BOAT, THE COAST GUARD OR A SHORE BASE. It is imperative that your family or loved ones know where you are fishing (accurate location, time you left, estimated time of arrival, and names of those who went with you). On my boat, a 21' Thunderbird cruiser with positive flotation, I carry three radios—AM, VHF, and CB. While running to and from fishing grounds and while fishing, I usually have my VHF or AM tuned into operating Emergency Channel (VHF Ch. 16 and AM Ch. 2182), working on the assumption that even if I hit something in the water I will be able to get off my distress message. I also carry two fully charged batteries for communication.

Four. THOU SHALT NEVER FISH ALONE AND, WHENEVER POSSIBLE, SHALT FISH WITH ANOTHER BOAT. The reasons for this rule should be obvious. What happens if you have a serious accident while on your boat? It is wise to have your buddies in another boat standing by in an emergency. Don't pride yourself on being the Lone Ranger while fishing. Have a fishing buddy who can help you.

Five. THOU SHALT NEVER FISH OFFSHORE WITH LESS THAN TWO MOTORS IN EXCELLENT OPERATING CONDITION. The number of times that I have returned to port on my auxiliary motor (a 25 h.p. long-shaft outboard) when I have had mechanical or electrical problems with my big outboards is more than I care to remember. The times I have been towed into port when my single-engined inboard has broken down makes me shudder with fear. Whether you be outboard, outdrive or inboard, two motors should not be considered a luxury. In the case of outboard power I have always had, in conjunction with big outboard motors, an auxiliary motor which is manual, completely independent of big motor installations, and with enough horse-power to enable me to make good headway in most sea conditions. Being underpowered with a second motor with not enough power to push through an inlet or move forward in a rough bay or ocean is for all purposes worthless.

Six. THOU SHALT ALWAYS PAY CAREFUL ATTENTION TO THE WEATHER and not be afraid to say the fishing trip is cancelled. "Let's pull up the anchor and get out of here". Even when you start your trip under ideal conditions, sooner or later you are going to find yourself in a position where the best seamanship you possess will be put to the supreme test of whether you can make it home. To go cold water fishing with small craft flags flying, the wind out of the south, southeast, northeast, east, west or southwest at 17 to 34-knots, and the tide flying out of Fire Island Inlet or other south shore inlets, is asking for an early obituary. What I am saying, simply, is that you must plan your fishing trip and the weather not only by ear, but also with your brains. Keeping your eye out for the weather and not being afraid to stay at dockside when the weather is bad enables you to fish another day.

Seven. THOU SHALT ALWAYS CARRY AN ANCHOR AND ENOUGH ANCHOR LINE TO HOLD THE BOTTOM IN THE AREA IN WHICH THOU ART FISHING. A good rule of thumb is to have a length of line which is ten times longer than the depth in which you are fishing. If you cannot hold bottom in a hundred feet of water with 1000' of anchor line you don't belong where you are fishing, and probably are trying to fish in the front part of a gale. Your next best bet if you are caught in this situation is to use your sea-anchor and place your bow into the wind while you call for help.

Eight. THOU SHALT ALWAYS HAVE
(Continued on page 37.)

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"W-Y" Popper

by Jack
"The Professor"
Frech

Big plugs catch big fish—sometimes! Match the size of the plug to the available bait—sometimes! And on, and on, and on many acceptable and proven facts—sometimes! If only the fisherman could carry innumerable plugs, he could be ready for any and all conditions. Suppose, however, he must choose but one lure? Which type would be chosen? A swimmer? A darter? A popper?

My eye teeth were cut on a wooden plug which ultimately was revised and developed into that great plastic, the Atom 40. Hundreds of fish have fallen for it. With that plug in my bag, luck most always smiles on me.

I've never faced the choice of a single plug unless it was an experimental job that I was forcing myself to use exclusively. However, if such a choice had to be made, I would be torn between the "40" and the "W-Y".

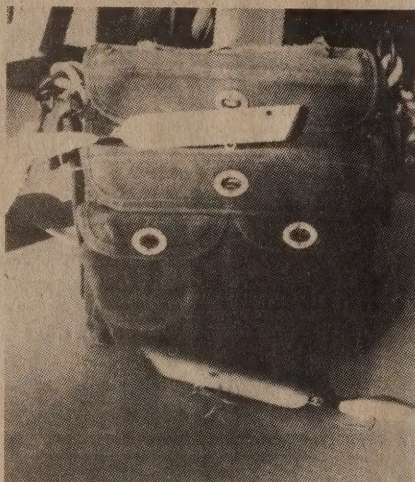
PLAN

Earlier the routine preparations for the "W-Y" were discussed. Now is the time to describe how to build it.

1. Take a 5-3/8-inch piece of 1-1/8-inch diameter birch dowel and mark the center at each end. Drill a 1/4-inch hole in the marked center at either end. The tail hole must be 1/2-inch deep, the head hole one inch deep. Mark the head end to prevent any mistake when cutting the face

angle.

An ordinary hand bit and a 1/4-inch twist drill is sufficient for this operation. A drill vise and a drill press, though not essential, reduce the chance of error.



2. Cut the face angle at the head end. This can be cut satisfactorily with a back saw or even a hack saw. However, it is most accurate if cut in a mitre box or on a band saw using a jig for this particular angle.
3. Drill or otherwise cut the concave popping head.

There are a number of techniques

which might be successfully used when completing this operation:

A. A rasp-type burr or ball clamped in an electric hand drill works well once the operator learns to control its force. Be sure to hold this tool in both hands while the dowel is clamped in a vise. For me, this tool works best when used with a clockwise rotating motion centering on the drilled hole.

B. Heat red hot a carriage bolt with a one-inch head and burn the concavity into the dowel. A friend, George Carlin, uses this technique and claims it gives him a perfect face every time. Some women object to the resulting smoke and smell in the house.

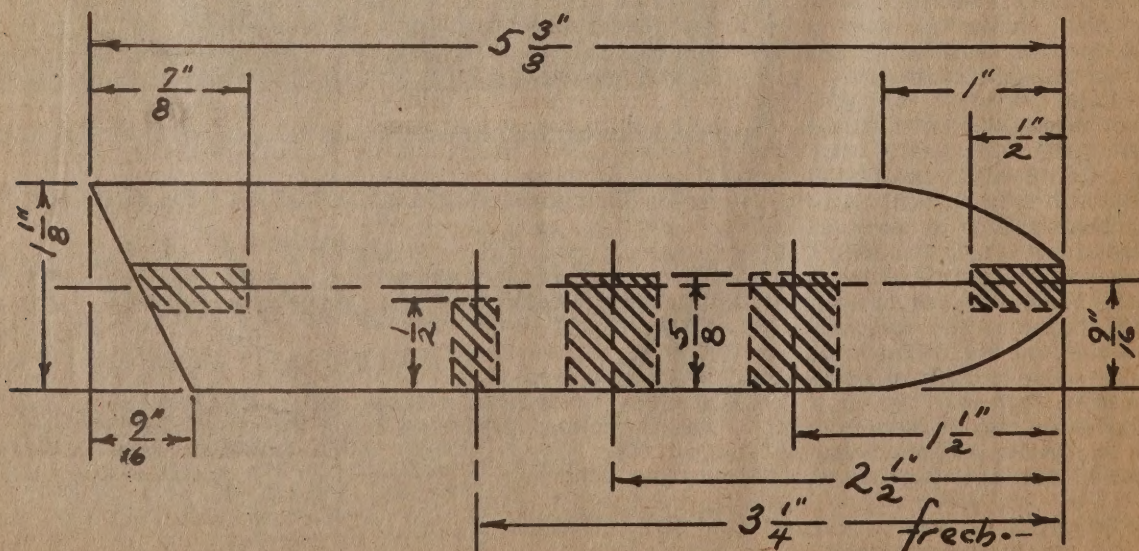
C. I use a one-inch blacksmith's drill locked into a drill press. Hold the dowel gripped in both hands so that the face angle is at a right angle to the axis of the bit and the bit point is centered on the 1/4-inch hole. Next the dowel is pressed upwards against the rotating bit.

Each of these techniques works well, but each requires its own specific safety precautions.

4. Cover your thumb with a piece of 2/0 open coat sandpaper and rotate the ball of the thumb in the cut face of the dowel until you are satisfied it is smooth.

5. Round off the tail end of the dowel. Depending on the tools available you

"W-Y" POPPER



can complete this operation with a sharp knife, a coarse wood file, a sanding disc or a lathe. The knife operation is toughest because the wood is hard. More realistic, if hand tools must be used, is a coarse, sharp file. Once skill is attained, this is a simple and not too difficult method of cutting that tail end. Of course, rotating the dowel against a sanding face is easier but messier.

Regardless of which of these you use, the steps are similar: mark two circles on the tail end of the dowel: 3/8 of an inch from the center and 3/8 of an inch from the outside.

- mark a line around the side of the dowel one inch from the end.

- cut away the area between this line and the outside circle.

- mark another line around the middle of the resulting taper.

- cut away the area between this second line and the inside circle.

- round off or otherwise finish the tail with a file or sandpaper.

I have finally graduated to the use of a special cutting tool and a lathe. Each piece comes out identical, no room for error.

6. Draw a straight pencil line the length of the dowel from the lowest part of the head to the tail. This is of utmost importance because all eyes, hook hangers and balancing weights are positioned by this center line.

7. Measure from the tail end the locations for three bottom holes: 1-1/2-inches, 2-1/2-inches, 3-1/4-inches.

8. Drill each of these 1/2-inch deep with a 1/4-inch drill.

9. Redrill each of the two rear holes 5/8-inch deep with a 1/2-inch drill.

10. Clean up the edges of the holes and rub the entire dowel with sandpaper.

11. Mix equal parts from each of the two tubes of epoxy. (Normally, I have a number of dowels ready for this operation.) Six lines, about one to 1 1/2-inches long, are squeezed out of each of the two tubes in close parallel rows. They can be squeezed on a piece of newspaper. I use a sheet of clear plastic and clean it each time with turpentine. Mix the epoxy well with some type of small spatula. Mine is an old discard from a dentist's office. Don't stint on the mixing. Thorough mixing is of the utmost importance. Though heat has little or no effect on the curing of the epoxy, the mixture does blend easier if it is warm.

12. When the epoxy is thoroughly mixed, dribble or pack a sufficient amount in the bottom hanger hole to fill it. Press a hook hanger into place in alignment with the center line.

13. Smear a very small amount of epoxy in each weight hole and press the two lead slugs into place. I sock

these home by clamping in a vise. Take care to check the hook hanger alignment after this operation because it sometimes get moved out of place.

14. Set the dowel aside to dry. Let's now call it a plug.

15. Later (I wait until the next day) repeat this operation—first at the head and last at the tail of the plug. Again, carefully align each of these eyes with the center line. Stand the plugs upright in a can to harden between these operations.

16. Sand and otherwise clean the plug of any excess hardened epoxy.

17. Purchase a pint of boiled linseed oil in your local hardware store. Pour a sufficient amount to cover the plug into a glass jar. Slowly insert one plug for no more than 40 to 50 seconds. Remove and hang to drip into a can. Do this with 6 or 7 plugs. Wipe any excess off the plugs and hang to dry. Repeat until all have been soaked. If the plugs are left too long in the boiled linseed oil, the plug will never hold a coat of paint.

This operation prevents the plugs from absorbing water and ultimately splitting.

18. Finish to individual standards.

I fuss far too much with the finishing operation but get a real kick out of eye-appealing results.

Using a low lustre, waterproof enamel, three base coats are carefully brushed on (really, this is an unnecessary operation). When completely dry, they are hung outdoors on a line and sprayed with a thin finishing coat from a pressurized can.

To me no plug looks really great without professional-looking eyes. Of course, the fish couldn't care less. I purchase "eye" decals from The Meyer Cord Company, 365 E. North Avenue, Carol Stream (Wheaton), Illinois, 60187. These go on easily. Dip a strip of eyes in water. Put aside on the workbench for a minute or so. Slide an eye off with a pair of tweezers and press in place on the plug.

19. Finally, again when absolutely dry, apply a thin coat of clear spray. Outdoors, because the odor resulting is not always acceptable indoors.

20. Arm your finished plug with a 4/0 treble hook in the gut and a single 5/0 Siwash covered with hair at the tail end and you are ready to go.

Store the extra completed plugs without hooks until ready for use. Handled in this manner they pack easily and take up very little room.

A quick look makes all this appear complicated, but step by step it is relatively simple.

Next, some techniques for making the "W-Y" talk and two variations of poppers made of acrylic plastic.

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with Angelo Peluso

TACKLE TUNE-UP

Just as the skills of a craftsman are complemented by the tools that are at his disposal, so is it with the skills of an angler and the extension of those skills, his tackle. It is for this reason that fishermen all across this country willingly purchase the finest tackle that money can buy. As a matter of record, annual expenditures for fishing tackle run into many, many millions of dollars. Though we are all willing to part with our hard-earned cash to purchase and use fine equipment, it is a shame to observe the condition of some of this same tackle after only a season or two of use.

I have found that much of the neglect and abuse occurs as the fishing seasons come to a close and preparations are made for storing the tackle during the winter. The real crime of the matter is that it doesn't really take that much time or effort to insure that your gear will operate in tip-top shape come next year's opening day.

Over the past few seasons I have developed a "preventive maintenance" procedure in caring for my tackle. I can honestly say that it has worked for me, since I have experienced virtually no equipment malfunctions and, more significantly, no lost fish attributable to such failures. My approach is simple

and not at all time-consuming; detailed below are the precautions that I take at the close of each season to keep my tackle functioning as trouble-free as possible.

Let's begin this tackle tune-up with an examination of the rod. Fishing rods have come a long way since the day of the cane pole. The popular fiberglass materials have led to the development of rods that are relatively maintenance-free, considering all of the care and attention that their bamboo predecessors required. But, make note of the fact that glass rods still need a certain degree of care. Before storing a rod I make it a habit to pass a wet cloth over it in an attempt to remove the grime, grit, sand and dirt that happens to accumulate during the course of a day or season of fishing. After washing the rod in this manner I allow it to thoroughly dry, for the most damaging thing to a fishing rod, be it fiberglass or not, is to store it wet; this could possibly cause damage to the windings and tarnish or rust guides and ferrule fittings (if they are metal).

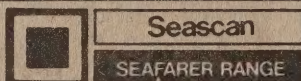
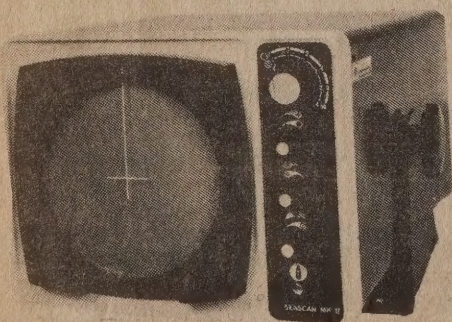
It is also recommended that you make a visual inspection of the rod guides and windings. Pay particular attention to any cuts, nicks or rust spots that you might find, especially

on the top guide of the tip section. Though you might be tempted to smooth away rough spots or rust with emory cloth or some other similar sanding paper, I would suggest that you don't; replace the guide with a new one. The same holds true for badly worn windings. Rather than simply applying a coat of varnish, re-wind completely. You'll be better off in the long run. Remember, big fish apply big pressure to the rod and the guides. If you have never re-wound guides, be placed at ease, for it isn't all that difficult. The most important thing to keep in mind is that it is essential to maintain a steady, even tension while winding.

As an amateur rod-repairer, one technique that I utilize (rather than make the purchase of a rod-winding machine) is to maintain that constant pressure on the winding nylon by placing it between the pages of a book and placing a heavy object on top of the book. The tension will allow you to obtain a level, even winding while rotating the rod. After you complete the winding, tie-off and apply a coat of color preserver, followed by a coat or two of varnish. If the damage to a wrapping amounts to only a roughened or worn edge, a coat of varnish will usually suffice.

To restore that new look to cork handles, a mild detergent applied with water and a rag will remove almost all imbedded dirt. By way of restoration, a bit of paste wax applied to the rod itself can add the luster of newness to a battle-weary fishing rod. A light coat of fine gun or reel oil can be applied to the metal parts of the rod to add some additional protection against rust. Rods that are constructed with all-fiberglass ferrules will function a bit more efficiently with the application of wax or paraffin to the tip portion of the butt section. This will allow for a more secure seating of the butt and tip sections. That's about it for rod maintenance. Now, on to the reels.

I begin my reel tune-up by completely washing down the reel with cold water. The intent of this is to remove as much top-layer dirt as possible. My next step is to disassemble entirely the components of the reel. If you have never done this and are not familiar with the component parts, a word of advice: study the reel



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diagrams that are part of the reel description booklets included with the purchase. Make certain that a mental note is made for the placement of each piece so that you will be somewhat familiar with the inner workings when you take the reel apart. One misplaced part is all that is needed to render a reel useless.

With the reel totally disassembled, I thoroughly wash each part in cold water and then immerse in a cleaning solvent. I have found that a mixture of $\frac{2}{3}$ kerosene and $\frac{1}{3}$ light oil makes an excellent cleaner. After the parts are soaked, I utilize an old tooth brush to remove all residue from the metal. I also brush the main reel housing with solvent and then re-wash. All internal parts and mechanisms are also re-washed, dried and then carefully re-assembled.

Before replacing cover plates (spinning reels) or side plates (casting reels and fly reels), apply a coat of reel lubricant to the internal portion of the housing. When the reel is completely assembled, also apply fine oil or lubricant to the handle and handle shaft and all other external moving parts. It would be wise to make an inspection of parts such as balls, line guides, screws, spools, level-wind mechanisms, etc. Where necessary, replace excessively worn or damaged components, or if it is apparent that home repairs are not possible, send the reel to an authorized repair station rather than risk further damage. As a final precaution, I like to coat the outer surface of all my reels with a light coat of oil to offer protection against rust.

Before the reel is actually stored, it is advisable to remove all line from the spools. Line kept on reels for an extended non-use period of time has a tendency to become brittle and develop kinks and coils. Since the line is that all-important element between the fish and the fisherman, I like to discard line at the end of a season and re-spool again prior to opening day. Fly fishermen would do well to remove fly line, clean and dress with line dressing and store in loosely wound coils.

Asside from the above stated tune-up techniques, it would be well worth the effort to do some end-of-season touch-up work on the many other pieces of equipment that we all rely on. If you have already stored your gear and now realize that it needs some work, do yourself a favor and start tuning it up. After all, we can only be as successful as our equipment is efficient. The wise angler should bear in mind that neglect and abuse can only lead to a decrease in performance, and possibly a lost trophy. So take care of that valuable equipment and increase your chances for success.

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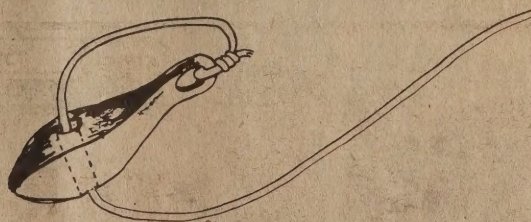
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Tip of the Week



I have been very lucky fishing with a sinker rigging similar to one I call the "Ulrick". For the following reason:

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I attribute my good luck with this rigging to the following;

1. The offset hole has a tendency to cause the sinker to slide along and disturb the bottom without lifting the sinker in its entirety.
2. Most important, the loss of rigging is cut down to a minimum, especially when fishing for blackfish (the hole is at the high heaviest point of the sinker).

Submitted by Julius J. Ulreich

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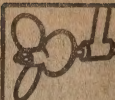
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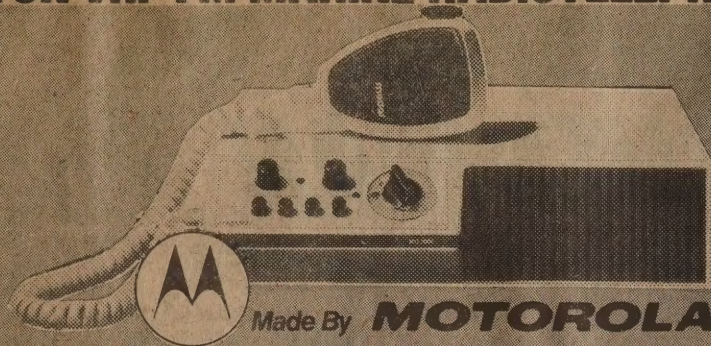
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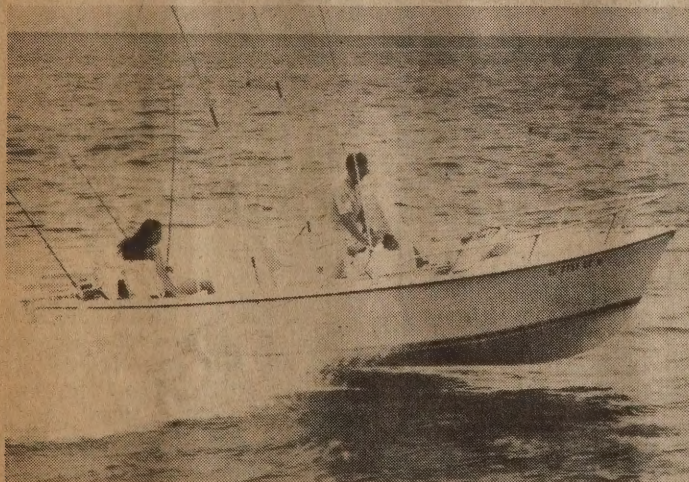
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FISHING & SURVIVAL (Continued from page 29.)

WITH THEE A GOOD COMPASS THAT HAS BEEN CORRECTED. There is nothing more ridiculous to your survival than giving to your would-be rescuer a location where you cannot be found.

Nine. THOU SHALT LEARN HOW TO SWIM. Although it is not expected that you will ever have to swim across the ocean or swim in from shipping lanes, it is an established fact that the element of panic is very high amongst those who cannot swim, especially when these non-swimmers find themselves in the drink. It is a wonderful convenience for one not to panic and to be able to swim to a boat or life raft that is nearby.

Ten. THOU SHOULD CARRY WITH THEE A MEANS OF SIGNALING AT NIGHT AND A SURVIVAL KIT WITH ENOUGH FOOD FOR SPENDING SEVERAL DAYS ADRIFT. Flare signals, strong beam lights, first-aid kits, quick-dried food and small stoves (denatured alcohol stoves such as Glo Pails, or kerosene burners) are all essentials that should be aboard your boat for the unexpected which does occur...even in local bays during cold water fishing months.

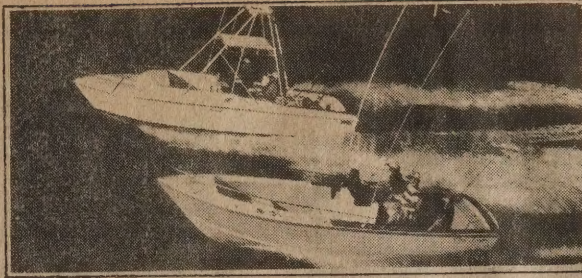
In conclusion, there are many days in the cold water months when there is absolutely nothing wrong with going fishing for flounder, striped bass, mackerel or cod in our local waters as long as these precautions and commandments for survival are obeyed and you are ready for the unexpected. It is the unexpected which occurs that can be your undoing, whether it be in bay or ocean. The least you can do is to respect the cold water which in reality is a liquid death all around you in cold water months. Most important, you should have a respect for your own life.

As is known by many mariners who have survived, "The sea is meticulous and painstakingly thorough in eliminating the unfit". The preceding has been written for lovers of cold water fishing and boating with the hope that these suggestions will help make them more fit and more ready to meet the unexpected. After all, isn't this exactly what boating and fishing is all about?

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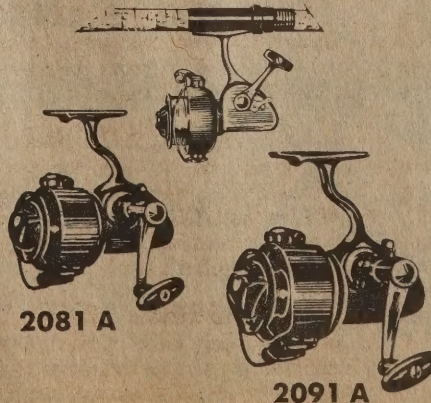
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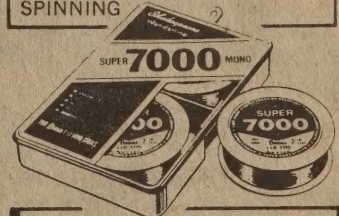
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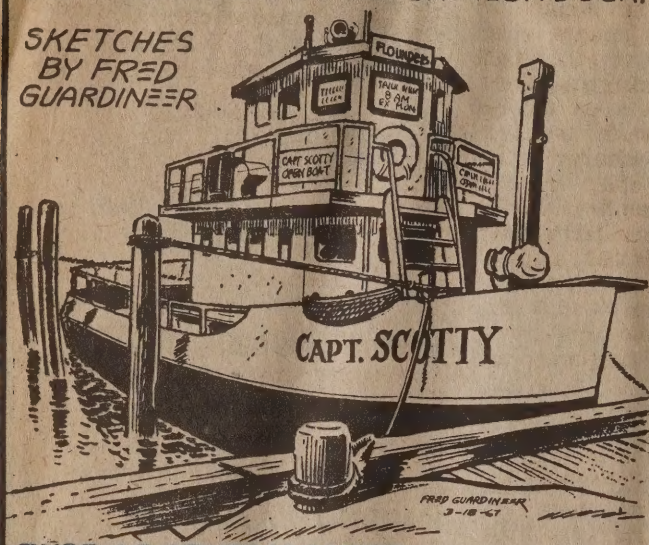
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SKETCHES
BY FRED
GUARDINEER



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TYPE OF STURDY SKIFF

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CAPT. JAMES R. HUNTING

OF BRIDGEHAMPTON, KNOCKED OVERBOARD FROM HIS WHALE-BOAT, SINGLE-HANDEDLY FIGHTS OFF AN ATTACKING WHALE FOR 45 MINUTES. HE WAS RESCUED AND THE WHALE KILLED. THE ACTION TOOK PLACE IN 1855 IN THE SOUTH PACIFIC OCEAN.

HAND-HELD COMPASSES

(Continued from page 25.)

you sighted on. Intersection also has any applications and can be readily applied to most of them.

I know that someone is thinking about how to find, a flat, level, and dry surface in a rolling boat on which to orient a chart and take off bearings. Both of the operations can be performed with a little care, but I have a procedure that I use that practically eliminates the need to orient a chart or take off bearings in a rocking boat. Prior to fishing a certain spot, I orient my chart in the comfort of my kitchen and pre-plot courses from that spot to home. By noting these courses directly on the chart, it is a simple matter to read off the course, set it on the compass, and head for home. If I am fishing at anchor over a spot, one course generally suffices. If, however, I am drifting or trolling an area, I select several identifiable points within and on the perimeter of the area and pre-plot courses home from each. It is then simply a matter of picking one of these points while afloat, heading off and setting the bearing, then heading home. Point selection is entirely at your discretion and is controlled only by the features of your particular fishing area. On determined, these pre-plotted bearings need only be checked occasionally and should hold true from season to season. Over a period of time you will build up a wealth of information if you record it systematically each time you enter a new area or use a new ramp or dock.

Once you have learned to operate the compass properly and have the ability to apply its use to various situations, the only adverse effect on your work would be caused by currents or, in some cases, wind. Current effect can be minimized as follows: Let us assume that you are heading for a fog-bound shore on a northerly course and are running across an East-West current. Wishing to land at a certain point on that shore, you could compensate your predetermined course by alternating it a few degrees to the East to head up into the current more and eliminate the drift it would cause. However, on reaching the shore you are unable to

find your destination and cannot determine if you over- or under-compensated for the current. You now have the problem of deciding which way to go to find your point. However, if you proceeded along your predetermined course without regard to current (providing of course there were no obstructions to your West that would make this dangerous) and could not find your point on making your landfall, you would be most likely correct if you proceeded to the East to find your point as the East-West current would have carried you to the West of your destination. Application of this method, coupled with local knowledge of tides and winds, will almost certainly allow you to adjust for current and wind-drift if common sense and judgement are used.

Aside from using common sense in all these situations, and having a basic proficiency with the compass itself, there are only two things that must be observed to make this navigation system a success. First, always have the direction-of-travel arrow pointing in the direction you wish to travel, or pointing toward the point you wish to locate. Second, perform all the compass operations in an area that is as free as possible from local attraction, i.e. ferrous objects or electrical equipment that influence the action of the needle. Some of the procedures just discussed may not be clear at this point, but these compasses come with an illustrated set of instructions that are easily understood. Having the compass and a chart to work with also makes comprehension easier.

I've found the use of a hand-held compass to be reliable—providing the operator is competent in its use and it is not utilized over great distances which magnify its accuracy limits to unacceptable tolerances. I think it is a good instrument for the skiff-fisherman and has great possibilities for him, be he owner or renter. An accurate compass and knowledge of its use might someday mean the difference between a pleasant day on the bay and disaster. This system is simple and I've found it works. If it fits your needs, why not give it a try? I'm pretty sure it will work for you, too.

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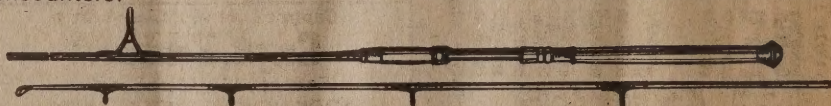
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OTHER END OF L.I.
(Continued from page 27.)

shoes for some of the rockpiles; however, it would be well to treat the best of them with caution. For the more slimey, weather-beaten ones you must use creepers. Having a companion along is also recommended. Even if you don't run into trouble, he can be a big help if you hook into a lunker. In the case of larger fish, a

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SOUTH SHORE Fishing Report

MONTAUK

Captain Lester Behan of the **Peconic Queen II** said that the cod fishing was good on Saturday but only fair on Sunday. There are no big fish and the average size ranges 8 to 15 lbs. On Saturday the average was 8-10 fish per man and on Sunday it dropped to 6 or 7 fish a man. The snow and wind storm during the week probably disturbed the bottom. A few large blackfish are still mixed in the catch. Best area has been southeast of Block Island in 100-110 feet of

water. The Cartwright Grounds are also still producing well.

Captain Paul Forsberg of the **Viking Star** said that the cod were very good at the Apple Tree Grounds south of Block Island in 95-100 feet of water on Saturday. Over 600 fish were taken, including a few pollack 8-12 lbs. and large blackfish. Frank Bendauski of Lindenhurst was high hook with 26 fish. Sunday's fishing was only fair but there was good action all day long. Forty-nine people took over 400 fish in the 8-15 lb. class. The pool fish daily has been running 25-30 lbs.

The Viking Star's heated rail has got to be the greatest thing around. Your reporter (Stu Miller) got acquainted with this hot water heated rail on a cod trip Sunday, and for the first time this winter, was able to fish without insulated gloves. The Viking Star is the only boat on the east coast with the fantastic feature. It takes a bitter cold day and turns it into Spring.

CAPTREE

The **Captain Ben Litwin** had good cod fishing on Sunday. High hook was 11 fish and many had 4 and 5. Fishing has been 14 miles southeast of Fire Island Inlet in 140 feet of water. Saturday was very rough but those who fished did well.

The **Captain Scotty** said fishing was poor on Saturday due to rough seas. On Friday 7 men took 130 fish which were small, but a few 25 and 35 pounders were mixed in. Fishing was very good Sunday. High hook was 10 cod and everybody had fish. The forty-eight pound pool fish was taken by a regular, Junior. Fishing has been concentrated east/southeast of the NB buoy in 130 feet of water.

FREEPORT

The **Captain Al** reported very good fishing on Saturday and Sunday. High hook Saturday was 15 and on Sunday was 9. Average cod runs 5-6 lbs. and the biggest fish all week was 38 lbs. The Captain Al has been fishing an hour southwest of Jones Inlet in 70 feet of water.

Captain Spider Schmidt of the **Aloma II** said that 7 people sailed on Sunday and low man had six fish. The largest cod was 43 lbs., the next two 32 and 33 lbs., and the rest between 5 and 20 lbs. Pat Flaherty took the pool and had a total of 9 fish. Sunday was the last cod trip of the season. On Saturday, Feb. 14, the Aloma II will make the first flounder trip of the season.

SHEEPSHEAD BAY

Captain Fred Ardolino of the **Amberjack IV** reports "Mucho whiting" on Sunday southeast of Ambrose Lightship in 65-70 feet of water. Fish average 1½ lbs. each, some up to 4. Saturday there was an even mix of cod and whiting. This Saturday the Amberjack IV will have a Special Codfish Trip leaving at 5:30 A.M. Call Fred at 212-646-8083.

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The major periods begin at the time shown and last for an hour and a half or two hours thereafter, and are in black face type. The minor periods are somewhat shorter in duration

	A.M.		P.M.	
	Minor	Major	Minor	Major
Thurs.	5:45	—	6:10	12:20
Fri.	6:35	12:45	6:55	1:05
Sat.	7:20	1:30	7:40	1:50
Sun.	8:05	2:15	8:25	2:35
Mon.	8:50	3:05	9:15	3:30
Tues.	9:45	3:55	10:05	4:20
Wed.	10:35	4:50	11:00	5:20
Thurs.	11:35	5:40	11:50	6:10

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1973 Chrysler Outboard, 120 H.P.	\$795
1967 200 H.P. OMC Stern Drive Complete	\$995
1963 40hp Evinrude, Manual, comp. rebuilt	\$375
1970 115hp Evinrude, Needs Work	\$295
1974 17' Canoe, Brand New	\$245
1974 Tri-Sport A.T.V., 340 c.c.	\$795
1970 17' MFG Bowrider	\$995
1968 20' Grady White, Outboard Cabin	\$995
1965 16' Boston Whaler w/85 hp	\$1795
1974 16' Center Console Fisherman	\$1495
1974 16' Custom Ctr. Console Fisherman	\$1795
1972 18' Center Console Fisherman	\$795
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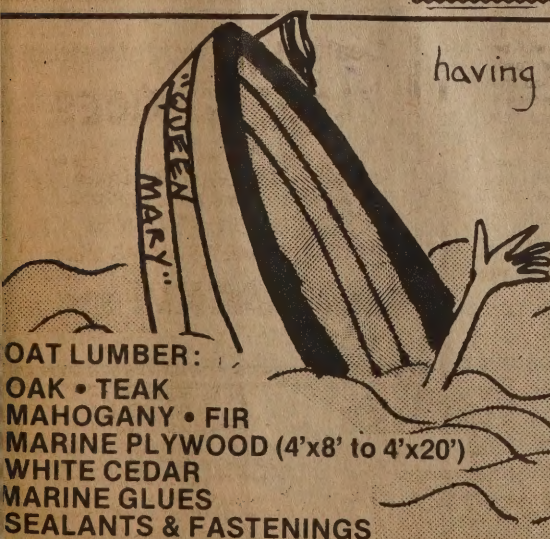
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MOBILE MARINE — Specializing in Evinrude, Johnson & OMC Stern Drives - Work done at your dock or home - Most repairs done within the hour. Start next season trouble free, by winterizing your engine now. Ask for Ed or Jim (516) 293-2434, (516) 669-5242.

MAKO, 1973, 23', 188 Merc. I/O, Certified Tandem trailer. Every available extra is on this boat very low hrs. Trades & Financing Arranged - Vic Kane - GRADY MARINE (516) 589-3100.

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Mercury motors - boat trailers - special prices & quality service. KRETZER BOAT WORKS, INC., 459 City Island Ave., City Island, N.Y. (212) 885-1129.

SEACRAFT, 1974, 23' SUPERFISHERMAN: Twin 165 Mercruiser I/O's, Loaded with every option. Our personal boat. Trades & Financing arranged - Vic Kane - GRADY MARINE (516) 589-3100.

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1974 19 ft. GRADY WHITE SPORTSMAN with 1974 115 h.p. Johnson Electric Start and controls and trailer. Extremely seaworthy and dry, outfitted for sportfishing but comfortable enough for the whole family. Four stainless steel flush-mount rod holder, Richie compass, spotlight, Sonar depth sounder, windshield wiper, running lights, Lovett Bilge Pump, full canvas and side curtains, life jackets, fire extinguisher, anchor and 150 ft. 1/2 inch nylon line, three 6-gallon portable tanks. Must be seen to be appreciated, cherry condition. Call Frank (516) 581-7573 after 6.

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'73 19' Sportsman 85 h.p. Loaded

'74 19' Mako 85 h.p. A-1

'73 22' MAKO TWIN 85's Loaded

'74 22' Hydrodyne Twin '73 115's

'74 26' Mako Twin 225's

ALL RIGS SET UP FOR THE AVID FISHERMAN. All prepared for season with full warranty. All priced to move immediately! Negotiate your best deal now! **STARFISH MARINE!** Open 7 days and nights, 369 E. Main St., E. Islip. (516) 581-0881.

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22' CHRIS CRAFT CUTLASS, Cuddy Cabin, 210 h.p., wrap around bow rail, Windshield, Bimini Top, Side-curtains, Compass, Teleflex steering, Spare prop, \$3,500. (212) 525-1692.

1973 SPORTCRAFT, 16' Fiberglass, Cathedral Hull, Bow Rider. Full canvas, 65 h.p. Evinrude Outboard. Dry stored 'till April 1975. \$1900. Call evenings (516) LY-3-1802.

SEARAY, SRV180, 1968, 18' FIBERGLASS BOW-RIDER, 65 h.p. Johnson Electric, Holzclaw Heavy-Duty 1971 trailer. Full Canvas, Coast Guard Equipped. Many extras. All Excellent Condition. \$1900. Firm (516) 681-3227.

1962 17' CRESTLINER - Navy Top - Storage 'till April - No Motor - Great for Fishing - \$800 - Call after 7 (914) 776-1876.

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4 WHEEL DRIVE PARTS & ACCESSORIES. Armstrong Tru-tracs, Rhino & Norsman tires, 8" & 10" White spoke and Black steel wheels, hickey, Stroppe accessories, Marchal, Carello, Cibie lights & Lots More! Home overdrive available, up to 30% increase in gas mileage. TRADEWINDS INDUSTRIES, INC., 102 Jericho Tpke., New Hyde Park, N.Y. 11040 (516) 775-0830.

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TIDE TABLES

	SANDY HOOK		NEW LONDON		WILLETS POINT		BRIDGE-PORT	
	AM	PM	AM	PM	AM	PM	AM	PM
2/13 THURSDAY	8:58	9:15	10:31	10:56	12:13	12:15	12:15	12:31
2/14 FRIDAY	9:34	9:49	11:07	11:33	12:34	12:47	12:50	1:09
2/15 SATURDAY	10:08	10:24	11:45	—	1:06	1:24	1:27	1:48
2/16 SUNDAY	10:47	11:06	12:12	12:26	1:45	2:05	2:07	2:28
2/17 MONDAY	11:27	11:49	12:53	1:11	2:28	2:51	2:49	3:15
2/18 TUESDAY	—	12:15	1:41	2:07	3:15	3:42	3:37	4:09
2/19 WEDNESDAY	12:43	1:13	2:39	3:12	4:08	4:37	4:35	5:10
2/20 THURSDAY	1:44	2:25	3:38	4:17	5:05	5:42	5:37	6:15

on SANDY HOOK

SHINNECOCK INLET	-0	50
Shinnecock Bay	+1	25
East Quogue	+2	45
Shinnecock Canal	+1	18
Indian Reservation	+3	05
MORICHES INLET	-0	56
Smith's Point	+3	28
Harts Cove	+1	30
Potunck Point	+3	35
Mastic Beach	+3	28
FIRE ISLAND INLET	-0	38
(Inlet Breakwater & Dem. Pt.)	-0	38
Coast Guard Station	-0	19
Fire Island Light	+0	47
GREAT SOUTH BAY		
Sayville (Brown Creek)	+3	39
Heckscher State Park	+3	20
Bay Shore	+2	23
Babylon	+2	12
Amityville	+2	21
JONES INLET	-0	19
Loop Parkway Bridge	+0	25
Zachs Bay	+1	25
Seaford Harbor	+2	05
Freeport Creek	+0	34
EAST ROCKAWAY INLET	-0	06
Long Beach Bridge	+0	19
ROCKAWAY INLET	+0	00
Beach Channel (Bridge)	+0	38
JFK Airport	+0	26
STATEN ISLAND	+0	27
MANASQUAN	-0	12

on NEW LONDON

Orient Point	+0	27
Connecticut River	+1	10
Little Gull Island (Race)	+0	12
Greenport	+1	04
Southold	+1	43
New Suffolk	+2	26
South Jamesport	+2	32
Shinnecock Canal	+2	33
Noyack Bay	+2	05
Sag Harbor	+0	59
Gardiners Bay	+0	21
Promised Land (Napeague)	-0	14
Fort Pond Bay	-0	29
Montauk Inlet	-0	25
Montauk Point	-1	13

on BRIDGEPORT

Lloyd Point	+0	08
Cold Spring Harbor	+0	08
Bayville Bridge	+0	13
Eatons Neck Point	+0	03
Northport Bay	+0	03
Norwalk Islands	+0	10
Smithtown Bay	-0	03
Cranes Neck Point	+0	05
Port Jefferson Harbor	+0	03
New Haven Harbor	+0	08
Mount Sinai Harbor	-0	08
Herd Point	-0	07
Mattituck Inlet	+0	19
Horton Point	-0	20
Truman Beach	-0	42

on WILLETS POINT

Little Neck Bay	-0	10
Execution Light	-0	06
Manhasset Bay	-0	01
Hempstead Harbor	-0	11
City Island	-0	03
Rye Beach	-0	28

PHASES OF THE MOON

2/11	2/19	2/25	2/3
			
NEW	1st Qtr.	FULL	Last Qtr.

HOW TO USE TIDE TABLES

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and/or minutes as indicated from that area's station above. Example: "Shinnecock Inlet -0 50" is listed under "on Sandy Hook". -0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. For low tide, add 6 1/2 hours to this figure.

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RENT - Small Boatyard, Baldwin - 180' front. Fully fenced, floating finger slips, gas, boatlift, office. Slip income will pay rent. Call for Boat Station, Fishing Club, etc. (516) 9387 or write BALPORT MARINA, 3 Hastings St., Baldwin, N.Y.

TED - SOMEONE TO BOARD MY 2 Male Beagles in home. These are kennel dogs and need only a kennel and pen. From March until September. Call for arrangements. (516) 799-1787.

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FISHERMAN and BOATMAN

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COD KILLER RIGS - Whether you fish Montauk, Block Island, Captree, Freeport, or Sheepshead Bay, these double hook, hand-made rigs will fill the freezer. All hand tied - finest materials. Long time proven design. 4 rigs for \$3 includes instructions on how to make up your own rigs. Send check or M.O. to: Miller, 150 Babylon Tpk., Merrick, New York 11566.

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